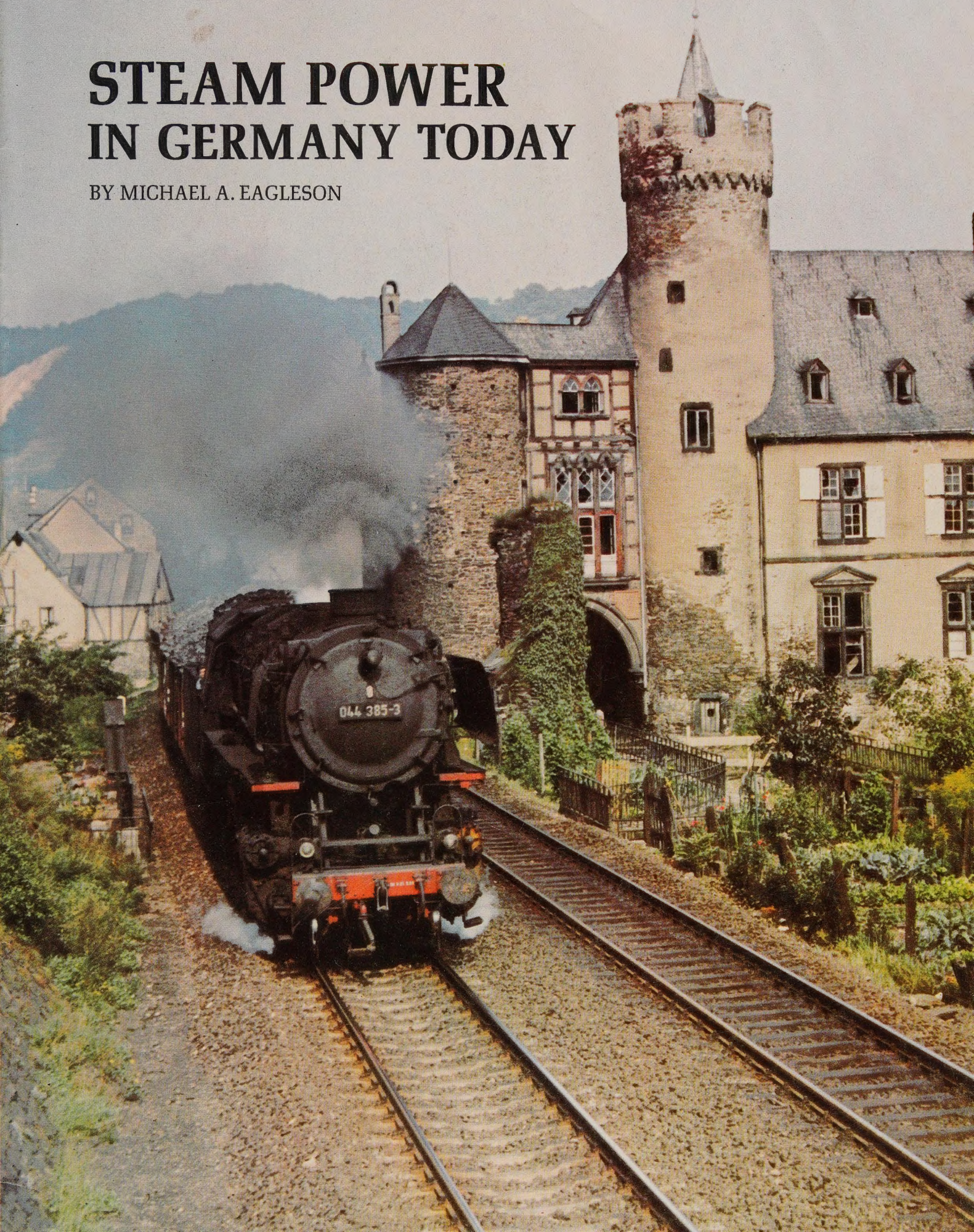
RAILROAD

JULY, 1970 MAGAZINE FIFTY CENTS

STEAM POWER IN GERMANY TODAY

BY MICHAEL A. EAGLESON



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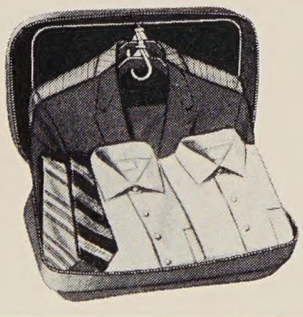

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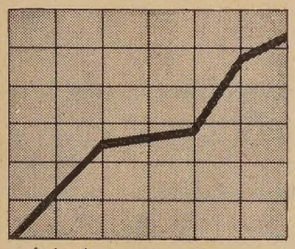

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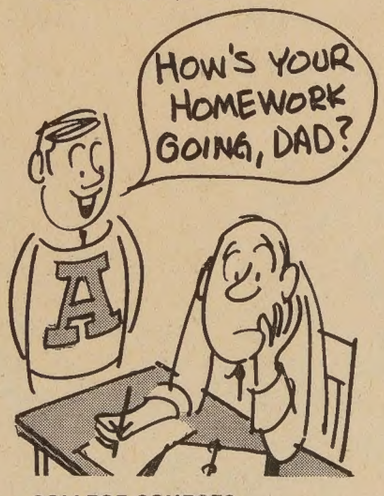

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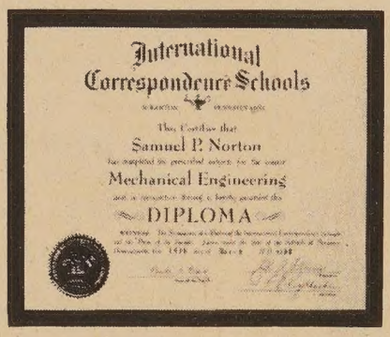
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Adventurous Railroading and Rail Hobbies—Founded 1906

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FREEMAN HUBBARD
Editor

ALBERT HERSKOVITS
Associate Editor

MICHAEL A. EAGLESON
Steam Locomotives

SY REICH
Technical Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JAMES EDMONDSTON
Diesel Locomotives

JOSEPH EASLEY
Illustrator

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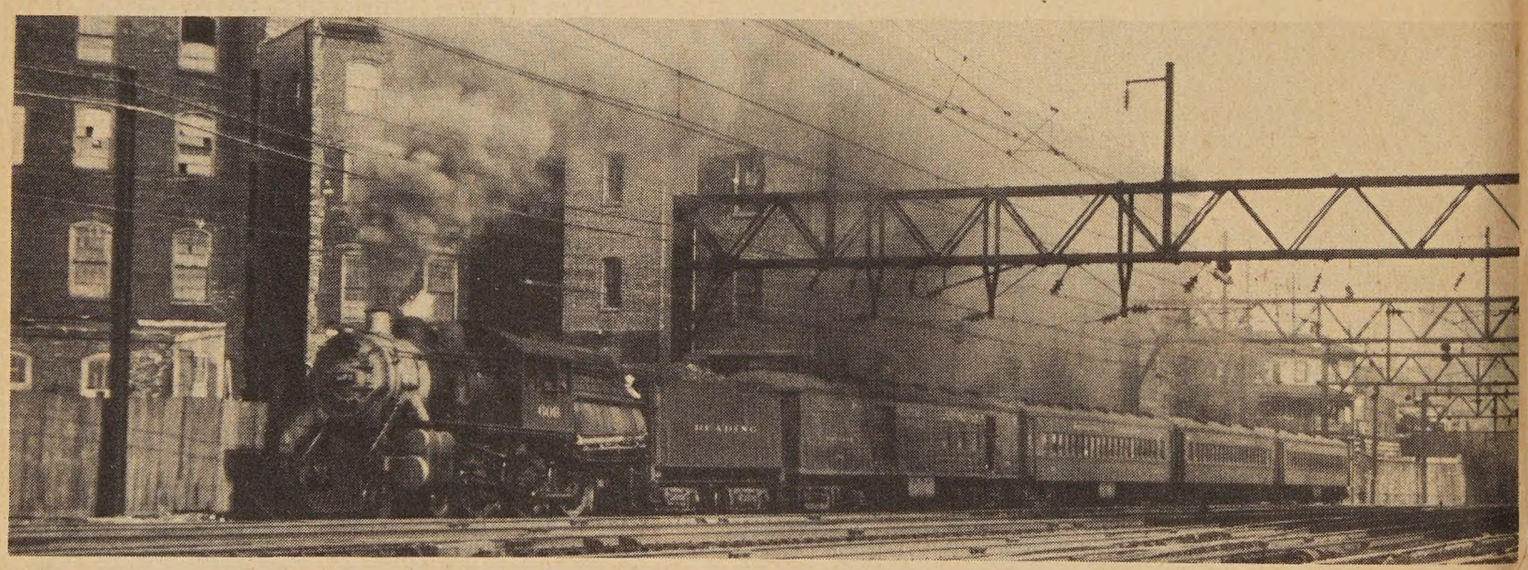
Reading 4-6-0 Camelback with the Bethlehem local at 18th Street Jct., Philadelphia, Pa., photographed many years ago by Bert Pennypacker, our current *Interesting Railfan*.



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ROBERT D. MORIARTY, *Advertising Director*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

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How to Speak and Write Like a College Graduate

"It's easy," says Don Bolander...

"and you don't have to go back to school!"

"Do you avoid the use of certain words even though you know rfectly well what they mean? Have you er been embarrassed in front of friends the people you work with, because you onounced a word incorrectly? Are you metimes unsure of yourself in a conver-ion with new acquaintances? Do you ve difficulty writing a good letter or tting your true thoughts down on paper?

"If so, then you're a victim of *crippled glish,*" says Don Bolander, Director of reer Institute. "Crippled English is a ndicap suffered by countless numbers of elligent, adult men and women. Quite ten they are held back in their jobs and ir social lives because of their English. d yet, for one reason or another, it is possible for these people to go back school."

Is there any way, without going back to hool, to overcome this handicap? Don lander says, "Yes!" With degrees from e University of Chicago and Northwest-n University, Bolander is an authority adult education. For almost twenty ars he has helped thousands of men and omen stop making mistakes in English, crease their vocabularies, improve their iting, and become interesting conversa-onalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

uring a recent interview, Bolander said, ou don't have to go back to school in der to speak and write like a college aduate. You can gain the ability quickly d easily in the privacy of your own me through the Career Institute ethod." In his answers to the following estions, Bolander tells how it can be ne.

uestion *What is so important about my ability to speak and write?*

nswer People judge you by the way you speak and write. Poor English weakens your self-confidence – handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question *But wouldn't I have to go back to school to gain a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home – in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question *Does it really work?*

Answer Yes, beyond question. In my files there are thousands of letters, case histories and testimonials from people who have used the Career Institute Method to achieve amazing success in their business and personal lives.

Question *Who are some of these people?*

Answer Almost anyone you can think of. The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method is used by business men and women, typists and secretaries, teachers, industrial workers, clerks, ministers and public speakers, housewives, sales people, accountants, foremen, writers, foreign-born citizens, government and military personnel, retired people, and many others.

Question *How long will it take me to gain the ability to speak and write like a college graduate, using the Career Institute Method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet.

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THE MAIL CAR

where editors and readers meet

FRONT cover shows a train passing a picturesque old castle in the Moselle River valley of Germany. Our own Mike Eagleson photographed it recently to tie in with his article, *Steam Power in Germany Today.*

Next month we'll have another steam action cover—in color, of course: New York Central Mohawk No. 2700 wheeling a westbound freight. It was made in 1947 by Chas. Knoll. We'll use it in connection with a feature, "Brooks Locomotive Works," written by Leslie F. Chard, city historian of Dunkirk, N.Y. August issue also will carry an article by Bert Pennypacker, "First-Generation Diesels." Bert is our current *Interesting Railfan.* Next one will be Virgil C. Staff, famous for his girl-rail photos. ●

AN ADDITIONAL surprise next month will be the inauguration of a new page, *Trackside in the Diesel Age,* as a companion piece to Mike's well-established *In Search of Steam.* If enough readers favor this surprise, we'll run it permanently, one page each month. Send your brief news notes and comments to our new diesel man, Jim Edmondston, addressed to his home, 792 Farnham Court, Cincinnati, Ohio 45240—but no photos. We have too many diesel pix on hand right now.

Jim is a Cincinnati Railroad Club member and is editor of its journal, *Headlights & Markers.* Born Feb. 2, 1937, in Washington, D.C., he graduated in 1958 from the University of Pittsburgh with a BA in Transportation. Married; three children. Main hobbies: rail photography and writing. He admits having vices, but smoking is not one of them.

"I will run the new column," he says, "because modern railfans need something to identify with."

Also coming next month: roster of the Southern Pacific system.

We will continue Sy Reich's locomotive rosters, which are very popular. Even so, the main emphasis of *Railroad* as a whole is on steam power and will remain so in the foreseeable future. ●

FOR GREATER convenience in handling this magazine, we have trimmed our right and left margins slightly, while retaining the same sizes of type and printed columns that previous issues had, also same wordage.

It has been suggested that *Railroad* be printed on coated stock rather than woodpulp. This offers two big advantages: (1) photos would reproduce better and (2) the magazine would last indefinitely, instead of turning brown after a few years and crumbling in course of time. We mention this because many readers keep their back issues on file.

But if *Railroad* were to adopt coated stock, our price would rise from 50 to 60 cents a copy to absorb the extra cost of high-grade paper, with a modest change in subscription price also. Before reaching a decision, our publisher, Henry Steeger, himself a railfan as well as president of Popular Publications, Inc., 205 E. 42nd Street, New York, N.Y. 10017, wants to know how readers feel about it. Write him a letter or card stating whether or not you would support a slick-paper *Railroad,* with the same staff, the same fine colored covers, and the same editorial policies but possibly with ads of a better quality—at 60 cents a copy. ●

Matt H. Shay, the hogger for whom the Erie named a 2-8-8-2, then the world's largest loco, worked a passenger run between Cleveland and Youngstown just before he retired nearly 70 years ago. His beard was so long that he bound it with a rubber band to keep it from flying into his face while he was looking out the cab window. So says his grandson, also named Matt H. Shay, now a retired Erie fireman, who adds:

"Granddad had a great capacity for enjoying life and was very active until partial blindness in later years slowed him down. He lived in Youngstown. I was born in his home there. Granddad was so religious that the men nicknamed him 'Deacon.' During President McKinley's funeral in 1900, the nation observed two minutes of silence. The old engineer, with a freight train, was then at Mahoning, Pa. Looking at his watch, he said to his fireman: 'Come on, son, kneel down. We must say a prayer for Mr. McKinley.' So the two men knelt down in the cab and prayed." ●

DIESEL NOTES. Penn Central is getting delivery on 15 speedy diesel-electric freight locos ordered in April from General Electric and is assigning them to long-distance runs. It is also rebuilding and modernizing 60 other diesels. The same road has just completed a half-million-dollar expansion of its diesel inspection and repair shops at Enola, Pa.

Illinois Central has received 30 new engines. Twenty are general-purpose 2,000-hp diesel locos; the other 10 are turbo-charged. The GP-38 units are equipped with automatic car identification (ACI) strips used to locate equipment on the line, also spark arresters, revolving Gyrolights on the cab, radios, dynamic brakes, and speed recorders. Both sides of the cab have speedometers. Each diesel, with 2,600 gals. fuel capacity, has a snowplow for winter use.

"Because Lehigh Valley No. 566 (EMD F-series) had a major cab fire, she will probably be scrapped. About 11 of her first-generation sisters remain on LV's active roster. Baldwin-built No. 200 (DRS, 4-4-15) is in the Sayre, Pa., shops for repairs. This loco is rare (only 28 of that breed sold in this country, only one on LV), but has been downgraded and is now used mostly in Sayre yard duty."—P. J. Templeton, 48½ Rowley St., Rochester, N.Y. 14607. ●

CREWS in the Milwaukee's open freight car repair yard at the shops noted that one car on the blind end of a little-used track had seals on both doors. Inspection showed a carload of mail loaded during the 1968 Christmas rush and somehow lost in the repair yard.

This recalls an event which occurred several years ago after the road's Terre Haute division had been abandoned east of Seymour, Indiana. An extra left Bedford with instructions to pick up and bring in all empties before the track was ripped up. Poking back into a long-abandoned quarry, the crew discovered a badly rusted boxcar which turned out to contain a full load of U.S. Army jeeps of World War II.—*The Moose Gooser* (Alaska-Yukon Chapter, NRHS)

NEWS ITEMS. America's first railroad crossing made of rubber has outlasted the street on which it was installed 15 years ago. Goodyear Tire & Rubber built it on Elm Street in New Britain, Ct., across a New Haven mainline track. When the street was closed recently as a major thoroughfare, its rubber crossing was still in service, in good condition, although it has been driven over millions of times. Penn Central, which now owns the crossing, says it needed very little maintenance. Goodyear has installed more than 600 rubber rail crossings in this country, including 43 on the Penn Central.

March '70 issue of *L&N Magazine* had beautiful, specially-designed front and back covers, plus historical material inside, to commemorate the Louisville & Nashville's 120th anniversary.

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Edward D. Paige was a former U.S. Army mechanic. Now he's employed as a staff adjuster in Virginia. "Your I.A.S. Home-Study Course is, in my opinion, the best that can be obtained. Also, the Resident Training I received gave me a good working knowledge and understanding of the claim adjusting business."

Collas D. Smelser writes, "After 28 years in the Air Force as Chief Warrant Officer, I find the work as an insurance adjuster very interesting. My training with your institution certainly provided me with all the basics I needed to fill the challenging position as a staff adjuster with a large company in Texas."

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Penn Central is moving forward on a 2,000-mile, $12 million maintenance-of-way program in its Eastern Region, which includes more than 1,000 miles of tie renewal and smoothing work and 75 miles of rail replacement.

"For old railroad buffs like us, there's something a little sad about the disappearance of the Dow-Jones Railroad Average, now to become the Transportation Average. Railroads are still vital to the economy, but their importance certainly isn't what it used to be."—*The Wall Street Journal.*

The Chicago & North Western may be offered for sale to its 14,000 employes by Northwest Industries Inc., the large conglomerate that owns it. If consummated, the sale would establish the rail line as one of the biggest U.S. businesses wholly owned by its workers.

A "first" in transportation took place March 28th in Illinois Central's Markham Yard. A 100-car train left the big classification yard south of Chicago on a 2400-mile journey loaded with new automobiles and parts. It represented the first time a corporation gathered products from scattered plants and assembled them at one point to move as a unit train. The General Motors unit train, consisting of 35 tri-level carloads of automobiles and 65 carloads of parts, was powered by five GP-40 diesels on is 62½-hour run to L.A.

Canadian Pacific will build a $4,000,000 operating yard at Thunder Bay, Ont., covering more than 130 acres and with at least 30 tracks. The company paid out $230,000 for the land and will spend $750,000 on the first part of the operation, to be completed this year.

Penn Central has installed a $300,000 wheel-truing machine at its 30th Street Station in Philadelphia to avoid lengthy shop stays for commuter and long-distance passenger car and locomotives requiring correction of wheel wear. Equipment serviced by it include commuter cars, *Metroliners*, the Jersey *Arrows*, and locos, and passenger cars in New York-Washington service. ●

ONE MAN'S OPINION. "After being a ham operator on the Newfoundland narrow-gage in my late teens, I became a Grand Trunk op, dispatcher, train supervisor, and trainman. Am now 87; have been reading your magazine nearly 40 years. It was my first love and still is."—Dave Collins, 380 Beatty Ave., Verdun, Que., Canada.

"Trying to glamorize today's rail industry is a losing game. Glamor passed out with the decline of passenger trains. Your magazine is slipping, too."—Ed Foley, 64 Danforth St., Taunton, Mass.

"Your policy of using photos of girls with a railroad tie-in is fine. Considering the drab appearance of North American railroading these days, such pix are especially welcome. The few protests you get amuse me."—Malcolm Patterson, Tusket, Nova Scotia, Canada.

"I have no objection to girl pix. Now at age almost 76, I find them more alluring than ever."—Al Franck, Box 171, Richmond Hill, N.Y. 11418.

"This is the first letter I've written to any magazine. Rail fiction stories are good, your covers excellent. Your photos of ladies showing their legs are okay because the ladies themselves are graceful. I read *Trains* also and like both magazines."—Wendell Sturges, Box 55, Okemas, Mich. 48864.

Another reader says he has never before sent a letter to a magazine: John H. Rapke, R.D. 5, Rome, N.Y., writes: "I really enjoyed the beautiful girls on your Jan. and March covers. Have been taking *Railroad* for 30 years. After reading the various issues I pass them on to old friends."

"I approve of girls in rail photos. Airlines make good use of females; railroads could use them even more than they do now."—Gordon Emery, Box 42, Reedsburg, Wisc. 53959.

"Please soft-pedal the cheesecake in *Railroad*, which I read mainly because it emphasizes the human side of (masculine) railroading and because your mind is not closed to steam power."—F. N. Tribbey, 1309-A Gatewood, Oklahoma City, Okla. 73106.

"A little cheesecake never hurt anyone. I hope the day never comes when I object to the sight of a well-turned calf or ankle. Girl pix add to your magazine's appeal. I still remember pleasantly the full-page photo you ran years ago of a shapely young lady seated in a cable car on Angels Flight Railway. In between Army enlistments I fired on the Pennsy. Have ridden many overseas trains."—Linton Crum, 21 El Dorado, Kan., Chapter of NRHS.

"I disagree with readers who find females in rail pix objectionable."—Richard Peterson (a confirmed bachelor), 1234 Clay St., Topeka, Kan.

"Photos of girls in rail settings make *Railroad* more attractive and more interesting."—D. W. Cannon, Concord Rd., Springville, N.Y. 14141.

"I favor women—have been married to the same one for over 23 years—but don't care to mix them with railroading. I have been reading *Railroad*, every issue, since 1953 and *Trains* since '43 or '44. Both publications are excellent, covering the field from different points of view. I resent the snide remarks made about *Trains* and its editor, David P. Morgan, in your May issue, top of page 8."—Chas. Mizell, 6623 Santa Fe Ave., Dallas, Texas 75223.

(*Note from editor Freeman Hubbard*: You surprise me, Charlie. Those remarks were merely shadow-boxing. I am sure D.P.M. took them as such and was amused. He and I are good friends. We in the *Railroad* office have a high regard for *Trains* and its staff, but sometimes we like to stir up a "tempest in a teapot.")

"My favorite camera subjects are girls and rails. Your entire magazine has my approval. People unwilling to look at photos of females should stick to *Reader's Digest* or *The Wall Street Journal*. But your best cover was Tom Kelcec's diesel shot on March '69."—Wm. T. Morgan, 1449 Linehan Ave., Ft. Myers, Fla. 33901.

"Congratulations on your May '70 cover, a fine picture of a Southern engine in apple green! But your January cover, using the lower half of a dame with an out-of-focus steam locomotive in the background, was a monstrosity. Editors ought to show more respect for expensive color plates. A dame should have enough meat to cover her bones, leaving no sharp projections on knobby knees. The lines of limbs and torso should flow in graceful curves."—Elmer Treloar, 101 California, Highland Park, Mich. 48203.

"I, for one, appreciate your January cover. In showing it to my friends, I told them, '*Railroad Magazine* is looking up.' I buy your magazine mainly for its fiction stories and true tales such as *Ham Operator*, *Scoop Fever*, and *Son of a Bitch, Ya Pulled a Draw-bar*! I disagree with anyone who thinks the last-named title is vulgar."—Lou Schwartz, 1521 Lakeside Dr., Matairie, La. 70005.

"As a *Railroad* subscriber for over 20 years, I denounce your new policy of using sexy pictures. The human body is sacred, created by God and not intended for vulgar display. Is your only reason for publishing pictures of females the discovery that it sells more magazines? Is your pursuit of the almighty dollar so vehement that you stoop to such crass devices? I sincerely hope not."—Ralph A. Marson, 8070 Busch, Center Line, Mich. 48015.

Build stronger arms the easy way with "lead-weighted" KARATE bracelets

Beautifully designed, ruggedly handsome, Lead 'N Leather Karate bracelets. Wear at work or play and quietly pack muscle on your arms. And they add real authority to your punch or karate hand strike.

Athletes have always used wrist weights to tone and develop muscles...but these were "strictly-business" gym-type affairs. Now they've been given a striking jewelry look... so you can wear them anywhere ...work, play, exercise or just relaxing...with pride! It's remarkable how your muscles respond . . . growing stronger, firmer! Lead weights have antique gold-tone; straps are genuine leather.

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Have You Got What It Takes to be a "World Builder?"

by Leonard Valore

"Take 'er down a couple more inches, Joe. More ...more...about a half inch. OK. Mark it! Didja get that, Pete? Four point seven. Fine! OK, guys, let's break for lunch."

Sounds like fun, doesn't it? Well, life for the members of a Surveying Team isn't always that easy. There's sometimes mud, often dust, an occasional drop of sweat and now and then even a little light "spadework" to get the measurements from the exact spot you want them.

But Surveying *is* challenging and exciting—take it from one who earns his living from it. It's great to be part of a close-knit team of outdoor-loving men carefully measuring wilderness, city and water areas.

BIG DEMAND FOR SURVEYORS. The need for trained Surveyors is growing by leaps and bounds—as fast as the growth of America itself. Across our nation new highways, bridges, dams, waterways and buildings of all sizes and shapes are being developed everywhere. Thousands of slums are being cleared to make way for new "high rise" construction. New cities are born . . . and old ones re-developed. Utility lines, schools, shopping centers, parks and many other similar projects are needed for these new and changing cities. And, thousands of trained men are desperately needed *right now* to join Surveying Teams. In fact, thousands of new projects are actually waiting their turn for crews to Survey the raw land. More Surveyors *must* be trained and hired if America's expansion is to continue. The need is critical!

HERE'S HOW YOU CAN QUALIFY. Believe me, it's great to be a part of this booming field. And now *you* can train at home in your spare time for a top pay career as a member of a Surveying team . . . even if you have no previous experience or mechanical ability. North American Correspondence Schools' home study training (approved for Veterans and Servicemen and accredited by the National Home Study Council) has trained thousands of beginners for important outdoor positions of responsibility. You may already have the basic aptitudes to qualify for an exciting position as a member of a Surveying Team. Here's how you can find out all about it now . . .

MAIL COUPON FOR FREE "SURVEYING CAREER KIT." North American has prepared a "Surveying Career Kit." This Kit includes a 20-Page Booklet, "Your Future in Surveying," as well as an ingenious self-scoring Surveying Aptitude Test that will let you judge for yourself—in advance—how well you may be suited for a top pay Career in Surveying. There's no cost or obligation on your part — now or ever. Everything is sent to you FREE and POSTPAID and no salesman will call. Mail the coupon today for your FREE Career Kit. It could be that first important step that will lead you down the road to success and top pay as a member of a Surveying Team.

NO. AMERICAN SCHOOL OF SURVEYING, Dept. 04047
4500 Campus Drive, University Plaza
Newport, California 92660

I am interested in learning more about how I can earn top pay as a member of a Surveying Team. Rush my "Surveying Career Kit" including Booklet and Aptitude Quiz. I understand there is no obligation on my part, now or ever, and that no salesman will call. Rush everything FREE and POSTPAID.

NAME _____ AGE _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

"I heartily indorse the inclusion of *frauleins* in *Railroad* and I commend you on tastefully blending the train with the female."—Pete Connelly, 3601 Grand Ave., Oakland, Calif.

"It is regrettable that your editorial staff is plagued now and then with religious tracts sent by mail. I live in an area populated largely by Amish and Mennonites, who never try to thrust their beliefs upon other people."—L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

"I like *Railroad* very much, mostly because of my yen for steam and other oldtime railroading."—G. O. N. Becket, Darwell, Alta., Canada.

"*Railroad* is both interesting and comfortable; I feel at home with it. *Trains* is good, too, but never really entertains me. I can read a piece in *Railroad* and be inspired, or at least feel good about it. Your best department is *Transit Topics*. My wife is from the Pacific Northwest; we often vacation there. This has made me a Seattle ferry buff. I am writing a book on that subject for Donald Duke, the publisher who brought out Bill Knapke's *The Railroad Caboose* and Freeman Hubbard's *Railroad Avenue*. I have done considerable newspaper writing but didn't know how hard it was to do a book."—Harre W. Demoro, staff writer, *Oakland Tribune*, Oakland, Calif. 94604.

"As a red-blooded American, I can't see anything wrong with having a few good-looking girls in your magazine. Keep 'em coming!" — Stanley R. Schmitt, RDSN B224694, OI Div., USS Sutherland 00743, FPO, San Francisco. 96601. ●

PERSONALITIES. Because her husband is the New Haven conductor shown in a photo on page 20 of our May issue, Mrs. H. J. Powers, 49 Elm Ave., Mt. Vernon, N.Y., was so happy that she sent us $9 for a two-year subscription to *Railroad*.

New president and chief executive officer of Norfolk & Western is John P. Fishwick, formerly a senior vice president. Bob Claytor (brother of W. Graham Claytor, president of the Southern) has been raised from senior vice president to executive vice president of N&W.

Steve Maguire, of *Transit Topics* fame, is now classifying the large railroadiana collection for the estate of the late H. Temple Crittenden. Housed in Norfolk, Va., it consists mainly of photos and negatives of Maine narrow-gage lines and Norfolk's trolley system.

"Large photo of Missouri Pacific turntable at North Little Rock, Ark., illustrating Bill Church's tale, *Scoop Fever* (May issue), brings fond memories to me, memories of the time I worked in the roundhouse at Palestine as tender-truck repairer. The 6600 class locos were in passenger-service pool then on the *Sunshine Special*, between here and St. Louis. IGN No. 1154, an Alco job, was one of the engines in that pool. We also had some 1400's and 1500's, in addition to 6406, 6405, 6406, and 6422. I am now a car inspector, age 63; will retire in two years."—W. C. Potter, 805 Tennessee, Palestine, Texas.

(*Editor's note*: Plan something interesting for your retirement years. You'll live longer if you do.) ●

OVERSEAS. At a time when passenger trains are being virtually eliminated in the U.S., the nationalized French rail system continues to seek better and faster service. Latest gain was launching two high-speed *Turbo-Trains* between Paris and Caen, 144 miles, cutting the time sharply. *Le Capitole* on an electrified line links Paris and Limoges, 234 miles, in 2 hours, 40 minutes, reaching 125 mph. over more than 20 percent of the track!

Despite criticism from foes of nationalization, British Rail last year made a profit of the equivalent of $36 million and is further electrifying its system and speeding up trains to get more passenger and freight business. Electrification has won extra traffic on routes from London to the Midlands, Manchester, Liverpool, and northwest, even regaining some from internal air services. Why aren't U.S. rails being electrified? Why have buses replaced non-air-polluting trolleys in nearly all American cities? Is it because the powerful automobile and oil interests have a strangle-hold on our economy?

New luxury toilets at Victoria and Euston railway terminals in London, England, cost you one shilling instead of the standard three pence. Also in London, station hand Tom Treveavan checked a strange noise in an empty train and found an abandoned week-old girl in a brown paper shopping bag. She was taken to a children's home.

The worst enemy of Finland's steadily dwindling reindeer herds is neither the hunter nor the wild beast. It is motorized man. Game wardens in the far north, where the reindeer is the Lapps' main source of livelihood, said that out of the 2,200 reindeer known killed in 1969, motorists accounted for about 1,000 and trains 600, while wolves and hunters killed between 500 and 600. ●

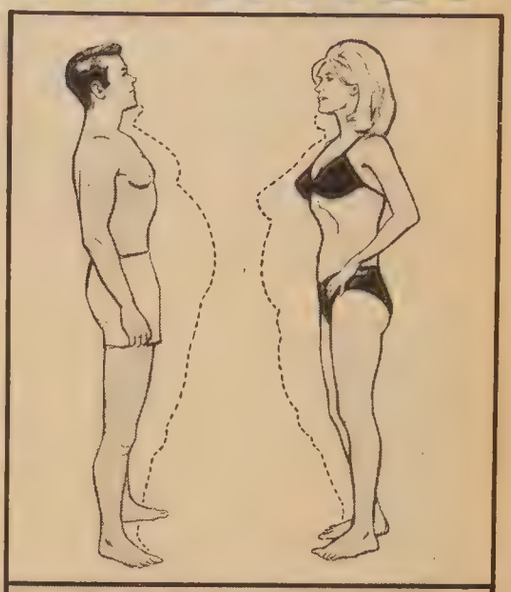
NEW YORK DOCTOR DISCOVERS A DRAMATIC NEW BREAKTHROUGH TO CURE OVERWEIGHT.
10,000 PATIENTS LOSE POUNDS AND INCHES QUICKLY AND SAFELY WITH NEVER BEING HUNGRY.

'I lost 85 lbs. of ugly fat in only 2 short months!'

ES, THIS IS MY ASTOUNDING STORY OF HOW I LOST 85 POUNDS OF EXTRA WEIGHT IN ONLY 60 DAYS . . . NO DIETS . . . NO CALORIE COUNTING . . . NEVER HUNGRY AND COMPLETELY SAFE.

the summer of 1967 I noticed a report written by a New York Doctor who was specializing in Internal edicine. The doctor wrote that he had helped 10,000 overweight men and women to lose all the weight ey desired. These people included Doctors, Nurses, Dieticians, Life Insurance Experts, Actors, Models, id others who had Never Been Able to Reduce Successfully No Matter How Hard They Tried. Yes, these eople were permitted as many meals as they wanted — No calories to count. They ate as much or more an ever . . . Were never hungry AND TO EVERYONE'S AMAZEMENT SAW POUNDS MELT AWAY WITH UN-ELIEVABLE SPEED IN THE FIRST 3 DAYS OF FOLLOWING THIS METHOD. Some people actually LOST 25 OUNDS THE FIRST WEEK. After carefully examining the medical report, I decided to give this Doctor's ethod a try.

STARTED TO FOLLOW THIS DOCTOR'S SENSATIONAL PLAN AND TO MY UTTER AMAZEMENT I LOST MORE EIGHT IN THE FIRST 3 DAYS THAN IF I HARDLY EATEN ANYTHING AT ALL. After seeing such amazing esults in ONLY 3 DAYS I continued on — NEVER HUNGRY EVEN ONCE — to lose a total of 85 pounds in nly 2 SHORT MONTHS. Never once did I suffer any ill effects from this quick and Dramatic Weight Loss. had tried many times before to starve myself to lose weight but with this method — with no calories to ount and with the big weight loss the very first week gave me the confidence I needed to continue on. ow I can Lose Weight as quickly as I desire and so can you. YES! The more I ate to satisfy my body the ore weight I would lose. Now even though I love to eat I have no problem to keep my weight down to hat it should be. I urge every overweight man or woman to start my method immediately for those xtra pounds and inches are impairing your appearance, your health AND endangering and shortening our life span. OBESITY IS THE NUMBER 1 HEALTH HAZARD IN AMERICA TODAY!! YES, THOSE EXTRA OUNDS WILL KILL YOU . . . SLOWER FOR SOME . . . QUICKER FOR OTHERS.



HERE IS THE UNBELIEVABLE RATE AT WHICH THE POUNDS AND INCHES DISAPPEARED:
I LOST 35 POUNDS IN THE FIRST 2 WEEKS AND BY THE END OF THE 2ND MONTH (60 DAYS AFTER I HAD STARTED THE PLAN) I WAS 85 POUNDS LIGHTER. YES! I LOST 85 POUNDS IN ONLY 60 DAYS.

NOW! EAT UNTIL YOU ARE FULL AND LOSE POUND AFTER POUND!

he pounds actually melt away before your es with dramatic weight loss in only 3 days. ou'll feel healthier, look better and get back at vitality that you once had.

I ATE AND ATE THOSE EXTRA POUNDS AWAY AND THE MORE FOOD I FELT I NEEDED O SATISFY ME, THE MORE WEIGHT I WOULD LOSE!

ould this be possible? Well, it certainly was for e and hundreds of thousands of other men nd women like myself who starved and de-rived themselves of the food and nourishment ey needed. Now with this New Method it is ossible for you to maintain your proper weight ithout depriving yourself of good healthful ling meals. AND BEST OF ALL DON'T OUNT CALORIES! I can't tell you what a essing this method was to me and what this me method I used can do for you.

THIS AMAZING METHOD HAS NOW BEEN USED THOUSANDS OF PEOPLE LIKE YOURSELF ALL OVER THE UNITED STATES WITH 100% SUCCESS, SATISFACTION, AND WITH COMPLETE SAFETY

es, by following this simple method you can ctually lose as little or as much excess weight you desire. All you do is follow my simple rections.

I call my Method ANAPAX. Yes, The NAPAX Method was the end of my over-weight problem and the answer to Hundreds of Thousands of other people, male and female alike that really wanted to look years younger, live longer and get back that pep and energy they once had . . . and it can be yours too.

THANKS TO THIS FAMOUS DOCTOR'S DISCOVERY THE BENEFIT OF LOSING WEIGHT AND KEEPING IT OFF PERMANENTLY WITHOUT REALLY TRYING CAN NOW BE YOURS

Here's how simple it is to actually do what I've been talking about this far . . . YES to END THAT FAT PROBLEM FOREVER!!

Simply follow the ANAPAX METHOD. All you have to do is to take 3 of my special tablets daily, one before each meal, follow the enclosed simple method . . . and that's all I ask you to do. ANAPAX Method will do the rest and Fast. Results guaranteed in only 3 days believe it or not. Trim down quickly and safely as I did to almost half the size I was. I felt and looked like a completely different person with perfect proportions. And not only did I feel years younger but people I hadn't seen for 2 or 3 months hardly could recognize me without my usual bloated appearance.

DRAMATIC WEIGHT LOSS OF 25- 60- 90-POUNDS OR MORE CAN NOW BE ACCOMPLISHED IN JUST 60 DAYS OR LESS — WITH STARTLING RESULTS IN THE FIRST 3 DAYS OF USING MY FANTASTIC METHOD

The ANAPAX Method is not only the best weight reduction Method available to the public today but many of the foremost personalities in the theatre, show business, movies, etc. are losing pounds and inches with no effort at all for the first time in their lives.

WE ALL KNOW IF YOU STOP EATING COMPLETELY THAT YOU CAN LOSE WEIGHT. BUT YOU'LL MAKE YOURSELF SICK, UNCOMFORTABLE, AND ROB YOUR BODY OF ITS VITAL NEEDS . . .

But now . . . this is all in the past — losing all the weight you desire can be a simple, fast and safe experience for you by just following the ANAPAX METHOD.

GUARANTEED RESULTS IN JUST 3 DAYS OR YOUR MONEY REFUNDED IN FULL

Take advantage of the ANAPAX Method today! The longer you wait the more you're damaging your health and well being. Take advantage of my 3 Day Trial Absolutely Free. Remember if you don't see the results immediately your money back. I'm not saying that the ANAPAX Method may work for you . . . I say the ANAPAX Method WILL work for you . . . or it costs you nothing. Try the ANAPAX METHOD at my risk today while the supply is still available.

READ MY AMAZING NO-RISK GUARANTEE CAREFULLY:

1. You MUST see pounds and inches start disappearing the 1st 3 days.
2. You MUST never feel hungry at all.
3. You MUST see faster results than you have ever witnessed before.
4. You MUST feel and look better the first week.
5. You MUST lose the amount of weight you desire — or return the unused portion for a complete refund.

ANAPAX PRODUCTS

PLEASE FILL IN ENCLOSED INFORMATION BLANK AS TO HOW QUICKLY YOU DESIRE TO LOSE WEIGHT.

_____ I would like to lose _____ pounds in 7 days.
_____ I would like to lose _____ pounds in 14 days.
_____ I would like to lose _____ pounds in 21 days.
_____ I would like to lose _____ pounds in 28 days.
_____ I would like to lose _____ pounds in 60 days.
_____ I would like to lose _____ pounds in 90 days.

SHIPPED IN PLAIN WRAPPER!!

ANAPAX PRODUCTS, Dept. 842
P.O. Box 194, Ryder Station, Brooklyn, N. Y. 11234

Enclosed is my payment in FULL for your wonderful ANAPAX Method. I understand that if I do not Lose pounds and inches after following your ANAPAX Method . . . I am entitled to a refund of the complete purchase price.

Enclosed is: ☐ Cash ☐ Check ☐ Money Order

- ☐ **30 DAY Supply of ANAPAX only $5.98**
- ☐ **60 DAY Supply of ANAPAX only $10.00 (Save $2.00)**
- ☐ **90 DAY Supply of ANAPAX only $15.00 (Save $3.00)**
- ☐ **120 DAY Supply of ANAPAX only $20.00 (Save $4.00)**

Name_____

Address_____

City_____ State_____ Zip Code_____

SORRY . . . WE DO NOT SHIP C.O.D. ORDERS

THIS CAN BE YOUR "BIG BREAK"

if you're a man who doesn't want to be...

"Ashamed to go to his class reunion!"
REMEMBER, DEAR, OUR HIGH SCHOOL REUNION IS THIS WEEKEND.
DO WE HAVE TO GO, HONEY? SUPPOSE SOMEONE ASKS ME ABOUT THAT CRUMMY JOB OF MINE...?
PLEASE, HARRY, I'M DYING TO SEE OUR OLD GANG AGAIN.
OH, I GUESS SO — O.K.
LATER
HARRY! WHERE HAVE YOU BEEN KEEPING YOURSELF?
OH, YOU KNOW— AROUND. LOOKS LIKE YOU'VE DONE ALL RIGHT, THOUGH.
ONLY SINCE I GOT SMART AND GOT INTO ELECTRONICS! IT'S TODAY'S BIG "GROWTH" FIELD!
SOUNDS GREAT. BUT HOW'D YOU BREAK IN?
EASIER THAN YOU MIGHT THINK. I LEARNED EVERYTHING I NEEDED TO KNOW IN MY SPARE TIME, AT HOME... WITH CIE! THEY EVEN HELPED ME GET MY JOB TOO!
HOW ABOUT YOU? WANT A GREAT JOB IN ELECTRONICS? GET FULL FACTS IN CIE'S 2 FREE SUCCESS BOOKS! SEND COUPON NOW!

CIE Cleveland Institute of Electronics
1776 E. 17th St., Cleveland, Ohio 44114

Please send me 2 FREE books describing opportunities in Electronics and how to prepare for them.

Name_____ Age_____
(please print)

Address_____

City, State, Zip_____

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AM-17

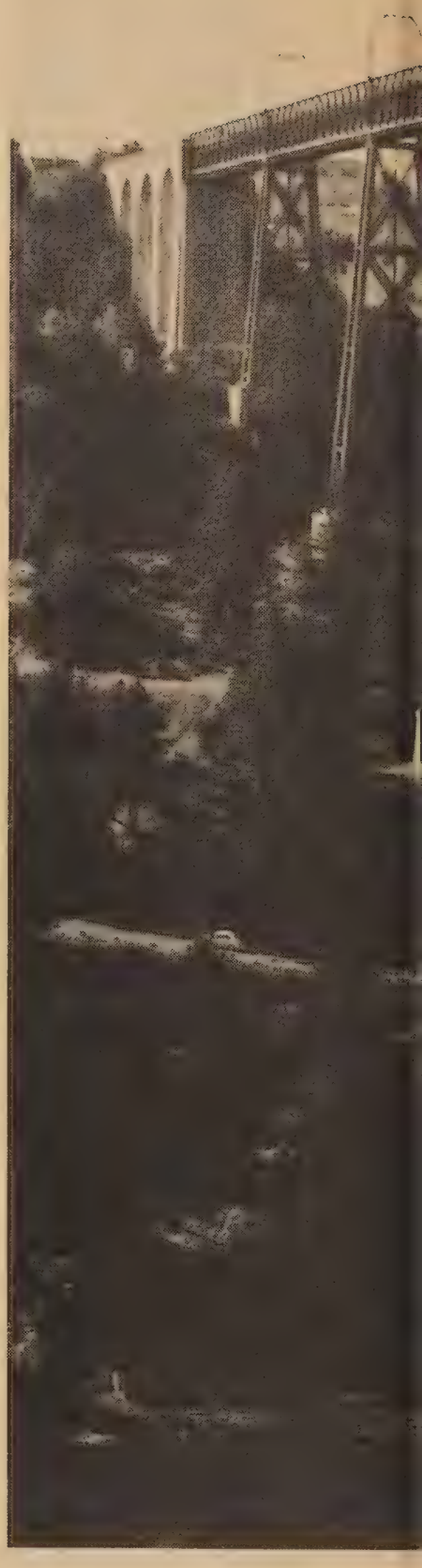
PHOTOS of the MONTH

Pausing in a busy day, a girl leans against a trampole in the baroque city of Mannheim, Germany. Photo on this, and next two pages were taken from the new book *A Desire of Tramcars*, reviewed on page 40.

These photos (plus one on previous page) provide a sampling of European trolleys in action. At left, an Austrián tram passes through the Triumphal Arch at Innsbrück; below, a sheep enjoys its lunch while a Belgian trolley cruises near Halle. Opposite page, a pretty lass awaits transport in Munich..

All four photos by Robert E. Jowitt, Gore Grange, New Milton, Hampshire, England.

Waterspout frames a scene on Morris County Central in New Jersey.
Edwill H. Brown, 402 W. Main St., Norwich, Conn. 06360.

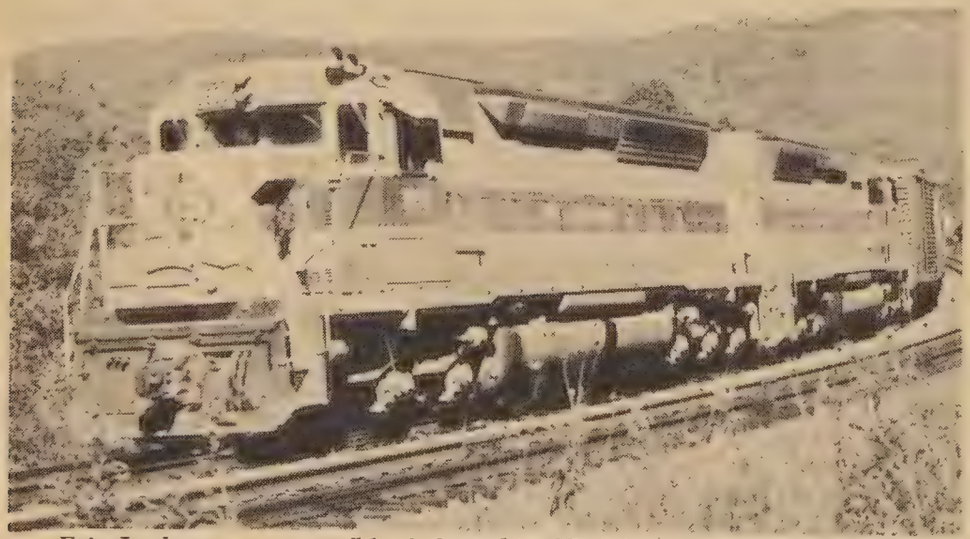


William Raia, 4828 W. Hutchinson, Chicago, Ill. 60641.
Soo Line wrecker foreman Wally Johnson (right) discusses train movements before leaving Sussex, Wis., to go to spur 105, where several cars were derailed on April 29, 1969. At left is wrecker conductor "Snuffy" Foris; in the middle, wrecker groundman Harold Bonfiglio.

Southbound electric freight appears tiny as it crosses huge Garabit Viaduct, Garabit, France. Arch span bridge, built about the same time as Eiffel Tower, has similar steel grillework; tracks are almost 400 feet above the water.
Elmer Treloar, 101 California St., Highland Park, Mich. 48223.

Ed Lewis, general manager of Arcade & Attica at Arcade, N.Y., wheels his vintage-1910 rail bike. This four-wheeled bike, formerly owned by a Pennsylvania farmer, is one of the few of its kind left in the U.S.
Photograph by Robert Roberts

Jim C. Seacrest, 2101 Birchwood, North Platte, Neb. 69101.
Unusual engine combinations are common on Union Pacific track originating from the power pools at North Platte. Downriver, near Lexington, Neb., a freight heading east is led by two UP units, a Savannah & Atlanta loco in the middle, and two Missouri Pacific diesels with eagle crests. Train is near the Platte River.



Erie Lackawanna owns 56 of these big SD-45's, most of which haul fast freights and trailer trains. Here, two round a curve at Pond Eddy, Pa.
John A. Scesny, Medford Station, L.I., N.Y. 11763.

New Pacific Great Eastern Century 630's, built by Montreal-Worthington, power a 57-car freight on the snow-covered Squamish subdivision in British Columbia. 36 cars down is robot-controlled unit No. 703. This is first use of these locos in regular revenue train service in province.

Michael Wilkie, 595 Leaside Ave., Victoria, B.C., Canada.

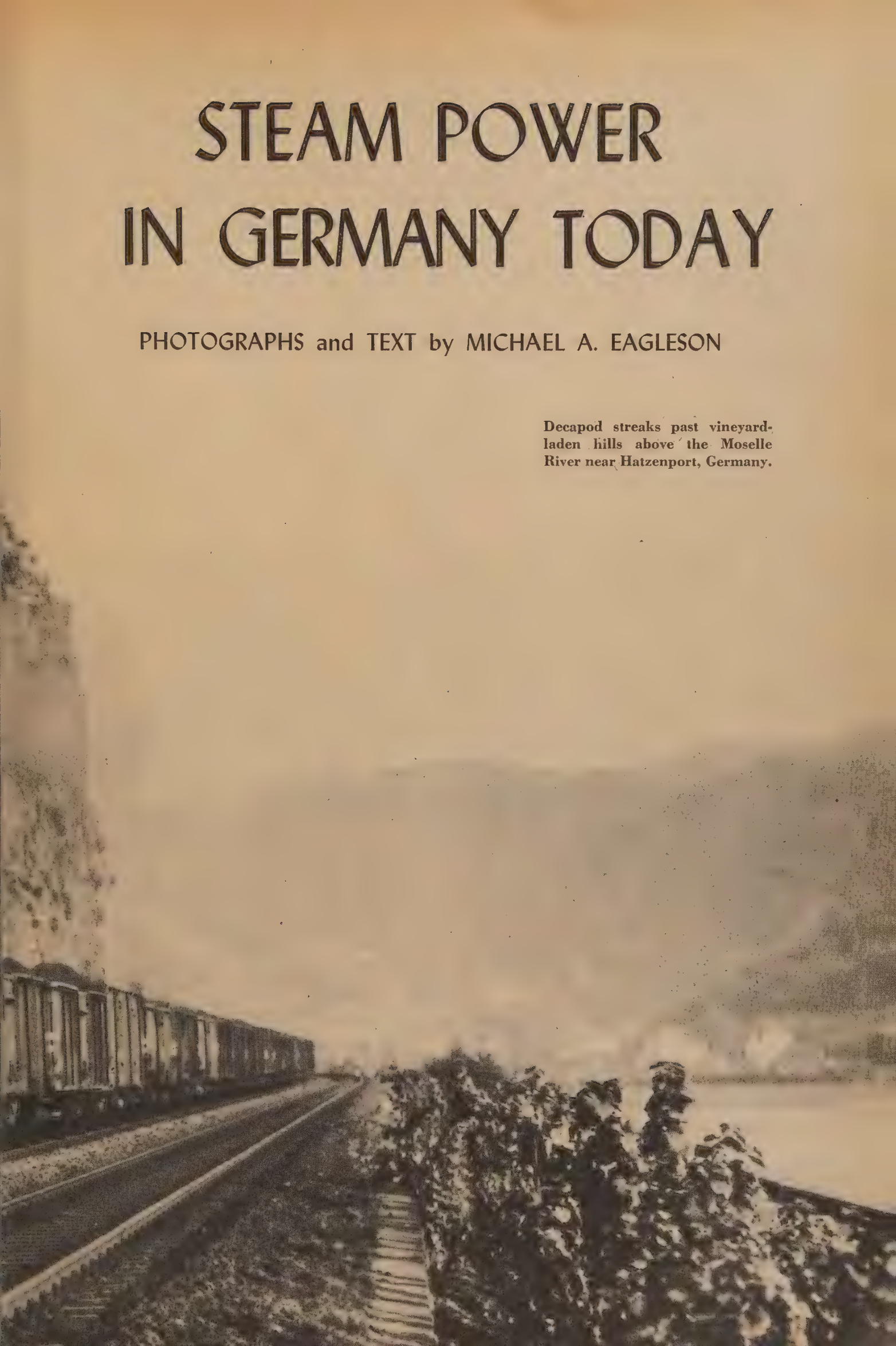
Stately Duluth & Northeastern No. 16, built in 1913, was still switching cars at Cloquet, Minn., 46 years later.

Russ Porter, 2228 South 81st St., West Allis, Wis. 53219.

044 533-8

STEAM POWER IN GERMANY TODAY

PHOTOGRAPHS and TEXT by MICHAEL A. EAGLESON



Decapod streaks past vineyard-laden hills above the Moselle River near Hatzenport, Germany.

THE PUBLIC-ADDRESS system shouted *"Achtung! Achtung!"* on the station platform at Trier as I moved with a camera toward an encrusted Decapod on a work train. Germany is one of the 26 countries I have visited so far for the purpose of photographing steam. I am, you might say, a steam Gypsy.

By the time you read these words I will be shooting steam pix on the other side of the globe, away off in Australia and New Zealand, bidding a sad farewell to "down under" steam power. And after that, who knows? Maybe India. I understand that India is the only country on earth still building steam locomotives for mainline service. Yes, I think I may go to India.

Trier is a quaint, ancient town. It is beloved of tourists because of its crumbling remains of the great palace of Constantine, who ruled the Roman Empire about fifteen centuries ago. Also because of its now grass-grown ampitheater, not far from the palace, formerly the scene of weird and bloody circuses.

But I wasn't interested in the first Christian emperor nor the gladiatorial fights and obscene entertainments of long ago. I had come to Trier to stalk steam locomotives. It was lunch time. The crew engaged in trackwork service had yarded the Decapod on a siding so that they could grab knackwurst, sauerkraut, and steins of beer in the nearby German equivalent of a hash-house.

It was my first glimpse of a *Deutschbundesbahn* (DB) steamer. Not knowing the language, I was very careful at first in my photographic quest. The 2-10-0 sizzled on the siding, with a feather of white steam at her pops. Just looking at her made me happy. I could smell that old familiar coal smoke pleasingly mixed with the aroma of hot valve oil. Waves of memory swept over me. The sights, sounds, and smells at Trier confirmed my belief that steamers throughout the world were basically the same. Only minor details such as history, landscape, and language are different. Steam locos everywhere have an endless fascination.

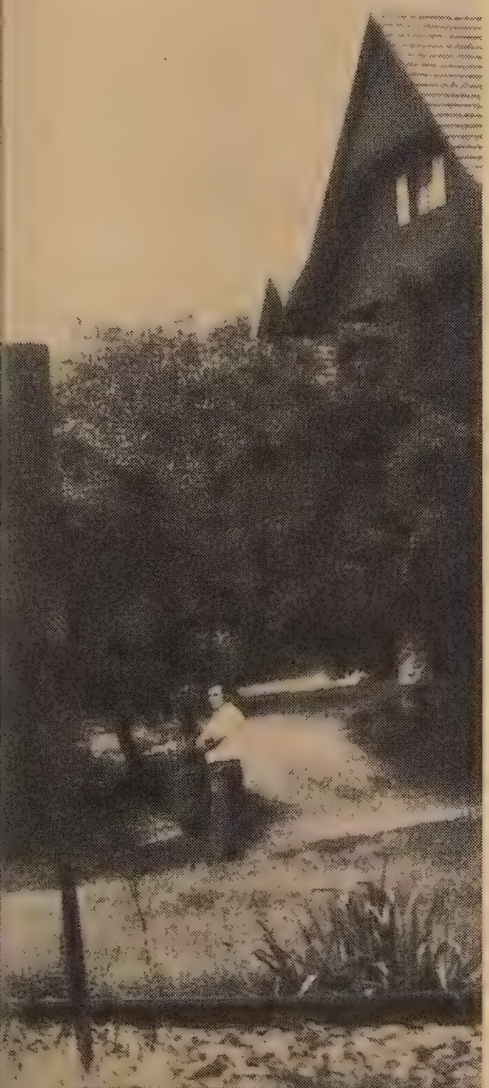
Trier is a *must* stop on a German steam campaign, and I made it my first. The town boasts a good-size shop where heavy repairs and repainting are done, but its most interesting terminal is located three miles to the north, at Ehrang junction. There, a spacious roundhouse, a turntable, and servicing areas afford opportunities galore to see steam today pretty much as it was in North America twenty years ago.

The German turntable operator is kept busy switching the dozens of

urdy 2-10-0's and 2-6-2's onto and ff the merry-go-'round. Nearby, also t the junction, another turntable with series of radiating ready tracks that lint in the warm sunshine is packed ull of exciting steam power, all of it ot and ready to go. What better scene ould a steam Gypsy hope to find?

At least once every half-hour a team-hauled freight is dispatched rom the yard. Each one slams past he roundhouse, her rapid exhaust rat ling her grime-caked windowpanes, en oute south to Saarbrücken. Once I ad as many as five German steamers ithin camera range at the same time, ll on trains waiting for the dispatch r's call! DS spaced them as close to ether on the line as he dared, when e gave them the signal to start parad ng. The German rail system's excel nt signaling system makes a short eadway possible.

Pretty 0-6-0T rolls a fantrip across countryside at Ottenhöfen, near the French border.



The line from Saarbrücken through Trier to the great cathedral city of Koblenz is mostly steam-operated, as far as freights are concerned—or *was*, when I visited Germany a short time ago. There were also a considerable number of local passenger trains wheeled by loud-talking, high-boilered 2-6-2's. Those gals really can dig in and bark out of a way station stop, reminiscent of Pennsy G-5's on commuter locals in bygone days. Maybe you remember them?

Between Trier and Koblenz—particularly nearer to the latter—you come upon some of Germany's most scenic grandeur. Clinging to banks of the vineyard-lined Moselle Valley (ever heard of Moselle wine?) are spectacular backdrops for serious rail-camera fans who like to make each picture attractive, not just one more shot of a locomotive.

Here you find ivy-covered castles with storybook spires and battlements, surrounded by fields of bright-colored flowers. Through this wonderland prance the iron horses. Its photographic possibilities are limitless. There are no hills. The running is fast with trains that by European standards are long, and the steam action is abundant, as a rule, with several trains an hour. Five or more per hour in each direction is common. Late each week, up to Saturday night, you can see the largest numbers. There aren't many Sunday runs, though; the week's beginning is rather slow for German traffic.

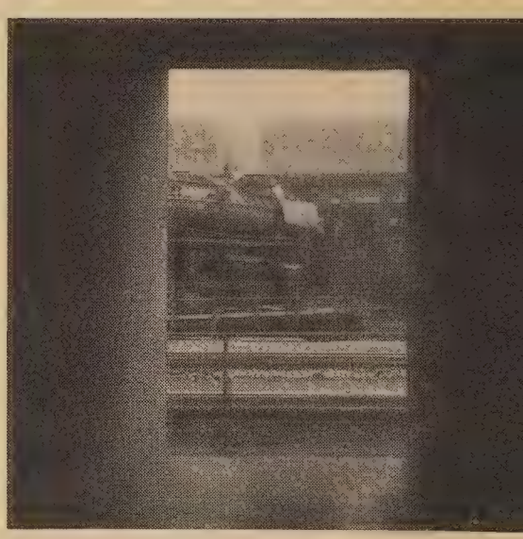
At Bullay, on the Trier-Koblenz line, shining tracks cross the Moselle River east-west, on a huge bridge. This is an ideal picture-taking spot. But at Koblenz, steam traction's northernmost turnaround point on this line, electrics and diesels share the yard space with Decapods and high-drivered Prairies at the end of their runs. All are serviced quickly, given running repairs, and sent on their busy way down the picturesque valley to ancient Trier and somewhat more modern Saarbrücken. I watched the steam-cleaning of a giant 0-10-0T, the yard goat at the Koblenz roundhouse. Quite a sight for the present day!

Further north on the line between Münster, Rheine, and Emden, the big coal- and oilburning heavy Pacifics race by with modern expresses on level track, often exceeding 80 miles per hour.

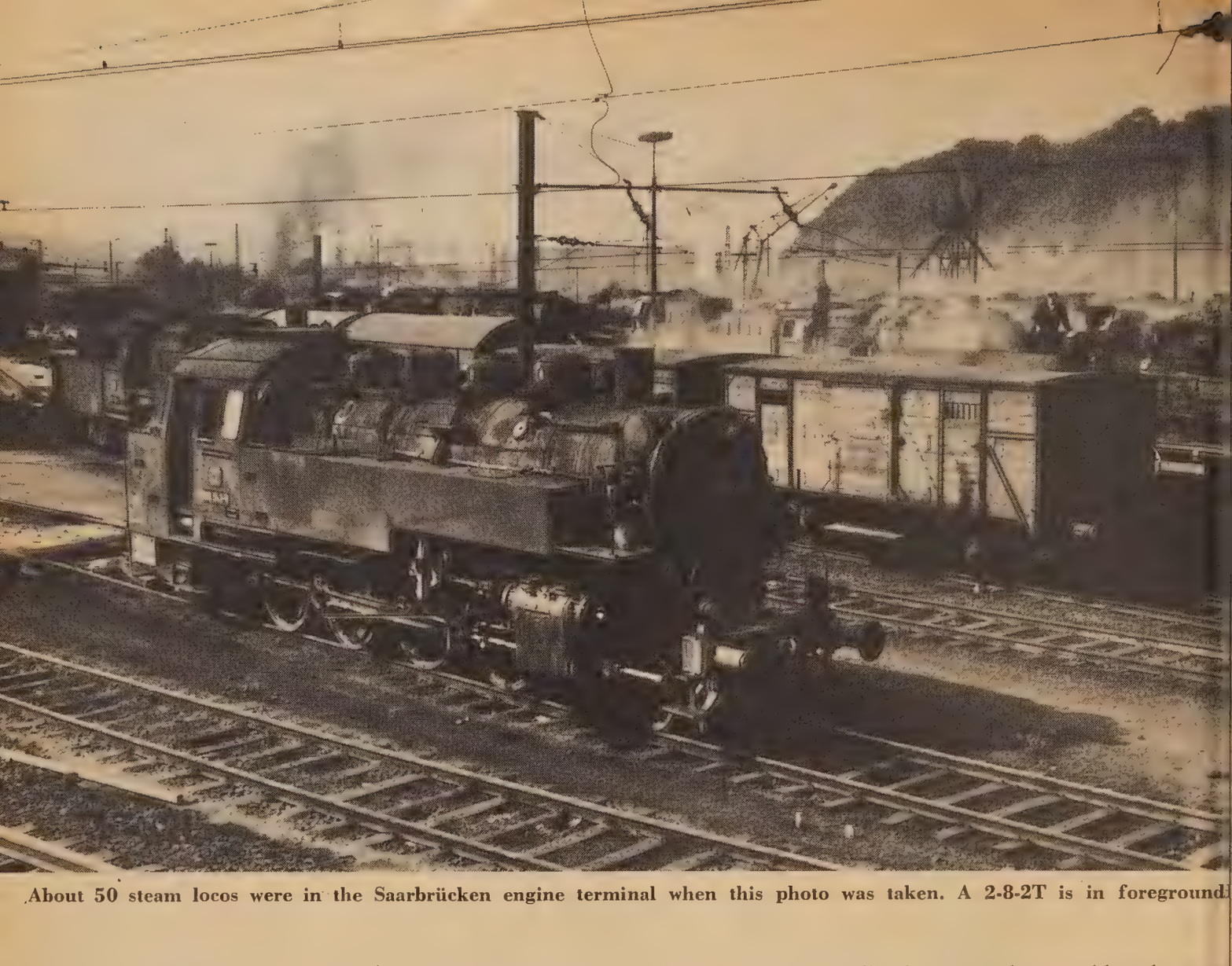
The Rheine engine terminal is almost completely steam, reminding you of the great Altoona setup on the Pennsy long ago. Here at Rheine, rows

Station sign frames a 2-10-0 near the brick station house. German depots are often surrounded by gay-colored flowers.

Many of Germany's engine cleaners are women. We see two of them walk past heavy 2-8-2 at Rheine engine terminal.



The Trier roundhouse hums with activity as 2-10-0 (Decapod) comes out of the building and backs onto turntable.



About 50 steam locos were in the Saarbrücken engine terminal when this photo was taken. A 2-8-2T is in foreground.

and rows of mighty 2-10-0's, 2-8-2's, and 4-6-2's line up, with wisps of smoke drifting lazily skyward from their stubby stacks. After their fires have been cleaned and they are coaled and watered, their hoggers blow hoarsely and impatiently for the turntable. One engine after another is cared for in rapid succession as was done in the glory days of places like Cheyenne and Harmon in the U.S.A. It seems that in Germany steam power still is everywhere, although even there, as elsewhere, it is dwindling. Prowl around German yards with a camera and you will crunch cinders beneath your feet—and are your shoes black and dusty at the close of the day!

North of Rheine, at Lingen, another steam locomotive shop is still turning out newly-painted locos for the DB. And north of Lingen, toward Meppen and Emden, freshly-shopped power is often coupled on the point of freight trains for break-in trial runs. I caught one engine on a spectacular 44 class 2-10-0 doubleheader with a gleaming black boiler jacket and with her wheels, running gear, and pilot flaunting the traditional brilliant red of the German Federal Railways. And what a performance the pair gave wheeling a ponderous ore train south! If any trouble with the newly-shopped engine is to develop, here is the time; consequently, the hogger works her hard and fast, to the photographer's delight.

The famous 01 class heavy Pacifics are rolling passenger trains through the flatlands dotted with unspoiled scented pine trees. The 012's, which are converted 01's, now burn oil. These are quiet, three-cylinder jobs

Hudson types are rare in Germany, but this 4-6-4T at the Crailsheim yards occasionally hauls passenger trains.

An East German passenger train, led by a Pacific, stops to unload passengers at Bebra, 8 miles in West Germany. Soon, she will make the return trip home.

2-10-0 gets loaded with coal while the engine's hogger and fireman take it easy.

with high, thin-spoked drivers and puffing smoke from squat, fat stacks. A British railfan whom I ran into on a steam holiday from his steamless England described them as "Smashing, simply smashing!"

This route is one of the few lines left in Germany where once-common 52 class 2-8-2's still see service on the lighter freights and mixed goods trains. The rule is that solid ore trains run south from the Port at Emden and the hoppers return north with solid blocks of local coal for export. You rarely see empty cars. Occasionally a solid rack train carrying new automobiles for export runs north for loading aboard ships. Oddly enough, cabooses, or braking vans, are never attached to the rear of DB freights. Only a red warning flag hangs behind the last swaying car, engulfed by the cinders and suction. The longest merchandise trains I have ever seen in Europe were on this line with each car identical, unlike our own freight trains with variety in the consist.

Probably the most daring and rewarding place in Germany to witness steam power today is at Bebra, eight miles from the East German border. Here, East German streamstyled heavy Pacifics bring passenger trains from their restricted land over to the free country. Only the fact that the crews must leave their families behind in East Germany prevents many of them from fleeing, once they cross the border.

Those handsome 01-5 Pacifics are actually 01 engines which were greatly modified during the late 1930's. The similarity ends on the drawing boards, however, because there is little visual comparison. The East German 01-5's have a skyline casing on top of their boiler jackets. Many have skirted running boards, slanted smokebox plat-

Two East German 4-6-2's sit in Bebra for a late night "mood portrait." Engines were greatly modified in the 1930's.

Railroad men going to work at Saarbrücken engine terminal are surrounded on both sides by soon-to-be-awakened Decapods and Pacifics.

forms, and a much more massive appearance than other German power. And do these babies leave town with a trail of oil smoke curling behind when they run for the top of the hill at the border! You can see why steam is still in service here. What else could do the job as well on a 2½ percent standard-gage grade?

The biggest grade I encountered during my intensive two-week search for steam in Germany was between Paderborn and Altenbecken. Here, 44 class 2-10-0's built during World War II, literally by the thousands, work with light trains and are truly down-on-their-knees assaulting the hill. Wild slipping and recovering is common. This would be the most recommended spot for recording steam sounds.

Two gigantic, towering, stone-arched viaducts are crossed before the hogger relinquishes his frantic attack on the hill. Riding an automobile, I chased one Decapod on a small freight that shot a column of smoke 100 yards straight up in the air. You'd think it was Sherman Hill on the Union Pacific in 1940!

Her driver had the engine's quadrant right down in the corner, and her throttle out the back of the cab. It was the only time I ever heard one of these usually quiet and efficient three-cylinder machines talk loud and snappy like a heavy Mikado of the old U.S. Railroad Administration. Sights like these can be highlights of a trip for any steamfan. Such moments you never forget. They justify all the hardships and expense of a 6,000-mile trip to a foreign land with unfamiliar language, currency, and customs.

For a change of atmosphere from

At Crailsheim, an engine oiler works on a tall-drivered 2-6-2. This city, located about 50 miles from Stuttgart, boasts a 4-6-4T which has pulled passenger trains with wooden cars.

Mike Eagleson's wife, Naomi, eyes a steamer roaring down the mainline at Meppen. The oilburning 4-6-2 is a passenger engine, but here is shown heading a freight train.

; German Decapod roars down stretch of the Moselle line st a quiet town church. This gion, famous for its white ne, abounds with steam power.

a steady diet of 2-10-0's and 4-6-2's, I stopped by at Heilbronn, a fair-size city north of Stuttgart, in southern Germany. Here I found ancient ten-wheelers working locals out of the ultra-modern terminal station. Box-cab electrics lay idle while steam crept past their deadline. Quite a switch from our own country!

Besides the quaint and rare 38 class 4-6-0's, rows of 23 class Prairies and 64 class 2-6-2T's marched under the clamshell-fed coal dock, the canvas-bag water spout, and the venerable roundhouse. In fact, the terminal was so busy on the Saturday I was there that I saw one hostler actually running from the roundhouse stall after putting an old girl to bed, only to get back out again for another engine move. When was the last time you saw *that* in the States or in Canada?

Off by the corner of the roundhouse was a world-typical boneyard for condemned steamers. One pathetic-looking ten-wheeler still wore wilting decorations for her engineer's last run. "1924-1969" were the dates chalked on her rust-streaked smokebox deflector. Apparently the outmoded engine was retired with her old hogger. Such sentiment is not unusual in this part of the world.

Crailsheim, just east of Heilbronn, had its own treasures to offer. A rare 78 class 4-6-4T was used on a local passenger train with wooden cars. I had never expected to find a Hudson type in Germany, but such surprises still await even the best-informed steam fan. With much difficulty and my Berlitz German-English translation book, I talked one hostler in bringing the Hudson out from within a lengthening shadow, to be spotted, with her rods down, on the turntable for a perfect low-light portrait.

I was grateful for the kindness shown me by the railroaders, who hadn't been over-exposed to the outlandish requests of certain railfans. For example, can you imagine trying to sign-language your way into having an engine backed two and a half feet so that the side rods would be down for a roster portrait? He would think you were nuts. Nevertheless, every request I made, including running a Decapod, was met favorably by the eager-to-please German railwaymen.

Saarbrücken, on the bluish-gray Saar River, was really my kind of terminal. Almost a hundred steamers sat hissing in the fog that night when I located the enginehouse. The house itself was a shambles; it had either been torn down or never rebuilt from World War II. Regardless, it was a busy locomotive point. Decapods far outnumbered the Pacifics, Prairies and Tankers there as everywhere else in Germany, but the whole yard had that

"we mean business" feeling. It was truly big-time steam railroading in regular service. No fancy paint jobs here, just honest workaday steam power. This was the way things used to be in North America twenty years ago, and it still is the way in parts of Germany.

Saarbrücken had steam engines lined up ten deep and as many tracks across. The familiar coal smoke was so thick that only the outside few could receive the portrait-like attention most rail photographers desire. I tried a switch, and went looking for "mood-effect" shots such as dripping water columns, smokebox reflections in pools of draining tender water, and shopmen working on clogged smokebox front ends. This is all part of the steam tradition, not merely ¾ locomotive portraits.

I ran across one oldtimer leading eight or ten newly-hired boys around the engines, teaching them his century-old craft. Unfortunately the lads seemed more preoccupied with my camera equipment than with learning how the center cylinder of a Decapod leads. The oldtimer finally caught me disrupting his "class" by trying to frame the entire scene in a brake handle from the top of a 4-6-2's tender. He shouted something at me right out of a late-late show 1942 movie. So I beat a hasty retreat to a more serene subject, namely, a freshly-painted 2-6-2 just out of the backshops, with red paint on the drivers and running gear still tacky!

For a change of pace I stopped by to photograph a puffing old 0-6-0T which runs occasionally on week-end excursions between Achern and Ottenhöfen. The Deutschland rail buffs mingled with steam enthusiasts from nearby France in a beautiful Black Forest setting, paying homage to that well-kept little engine and her four wooden-bodied coaches with only four wheels apiece.

As interesting as it was, I could hardly wait to get back to the more ponderous coal- and oilburners in regular service elsewhere in the DB system. All in all, it was a great experience for a steam Gypsy like myself. With me was my girl friend, dark-eyed Naomi, and I am sure that even she enjoyed it. We are married now; and as you read this story you can visualize us chasing stubby-stacked power with a camera in far-off Australia and picturesque New Zealand. As I have said, Naomi and I may possibly spend our next vacation in India—still in pursuit of steam.

A 2-6-2 gets her fires dropped over the ash pit at Crailsheim. This should bring back memories to older U.S. steamfans.

IN SEARCH OF STEAM

with
Mike Eagleson

COLUMBIA-TYPE steamers have a rare wheel arrangement (2-4-2). saw one running and puffing on East road Top rails in Pennsylvania the ther day. The occasion was a test run f 1880-period No. 3, recently re-ored and supplied by Arthur E. La alle of the American Railroad Equip-ent Assn. for the Lahaina, Kaana-ali & Pacific line, now being built in Iawaii. She will mark the return of team and of rail passenger service to ne Aloha State after a lapse of years. Originally outshopped as 0-4-0T No. 6 for Carbon Limestone Co., near Youngstown, Ohio, the 38-inch gage oco was converted to 36-inch gage by eating and sliding in her driver tires. A new tender was built, with rare qualized pedestal-type trucks, the only ld portion being tender wheels ac-uired from EBT. The loco truck and railing wheels, specially designed, vere added to make a road engine rom the 1948 Porter tanker.

Maybe you think the only Jersey Cen-ral Camelback remaining today is No. 592, a 4-4-2 in the Baltimore & Ohio Museum, Baltimore, Md. Not so! A 4-6-0 double-cab engine still exists.

Okay, here's the story. Back in 1922 a CNJ Camelback ten-wheeler was working freight from Freehold to Matawan, N.J., when she crossed a wooden trestle across Lake Matawan and slipped down into 45 to 50 feet of water and mud. She was damaged very little (because it wasn't an actual col-ision) and even now is reported to be n salvagable condition. The location s just off Atlantic Avenue in Matawan borough, at the rear of the Atlantic Tile Co. building. This is north of the Jersey Central Lines' Atlantic High-lands-Freehold Division.

Tracks to the area were ripped up long ago. These details come from Jo-seph J. Beblo, Hazlet Trailer Court, Rte. 36, Space No. 1, Hazlet, N.J. 07730. If anyone knows more about this loco or amateur underwater steam fans in the area, I hope he'll tell me.

Ex-Texas & Pacific 2-10-4 No. 610 is now owned by Dave Pearson, 3805 Hulen St., Fort Worth, Texas 76107. She is said to be in fine shape and would see service if Dave could find a financial backer to help him restore this Texas type. If she could pull fan-trips, she would be the only wheel ar-rangement of her type running in North America. About $10,000 is needed for restoration. Who'll help?

Departure yard in Trier, Germany. Note the unusual water tower at the right.
Photo by Michael A. Eagleson

Three steam locos are now running in Richmond, Calif., over the several miles of Castro Point Railway, pulling freight and passenger trains. They are ex-Howard Terminal No. 6, a Baldwin 2-6-2T, often worked with 3-truck Heisler No. 5, and an 0-4-0T Porter that was retired and sold for scrap in 1928. No. 5 has since been rebuilt by the CP Steam Railway under the able direction of motive power superinten-dent Karl R. Koenig and his round-house foreman, Pete Rogers. All three operating engines are well cared for and stored inside, locked up. Barry Newman of Oakland, Calif, told me.

One of Alabama's long neglected steam locomotives has found a new home. W. T. Smith Lumber Co. No. 7, a standard-gage Baldwin 2-6-0, had been on display behind the Smith Mill at Chapman, facing the Louisville & Nashville tracks since 1947. The Union Bag-Camp Mfg. Co. recently took over the Smith outfit and let the Mogul go to a new owner, Kershaw Manu-facturing Co., in South Montgomery.

Because Campbell Limestone Co. has sold its big crushed rock plant at Liberty, S.C., to Vulcan Minerals Co., the future of its two-truck Heisler is uncertain, but she is safe for a while yet. V.M. Co. is keeping her around for its once-a-year plant picnic.

A small live-steamer, 3½-inch-gage, is for sale. Contact F. Birch, Box 34, Essex, Ont., Canada.

A sleek French K class Pacific, No. 231 22, was purchased in Le Havre, by a British railfan and loaded on a flatbed trailer truck for her last jour-ney over the Skerton Bridge, Lancas-ter, en route to a British Museum. I remember these big Pacifics working the *Fleche d'Or* (*Golden Arrow*) in France. They were fast and quiet, and most sophisticated in mechanical de-sign and functional appearance.

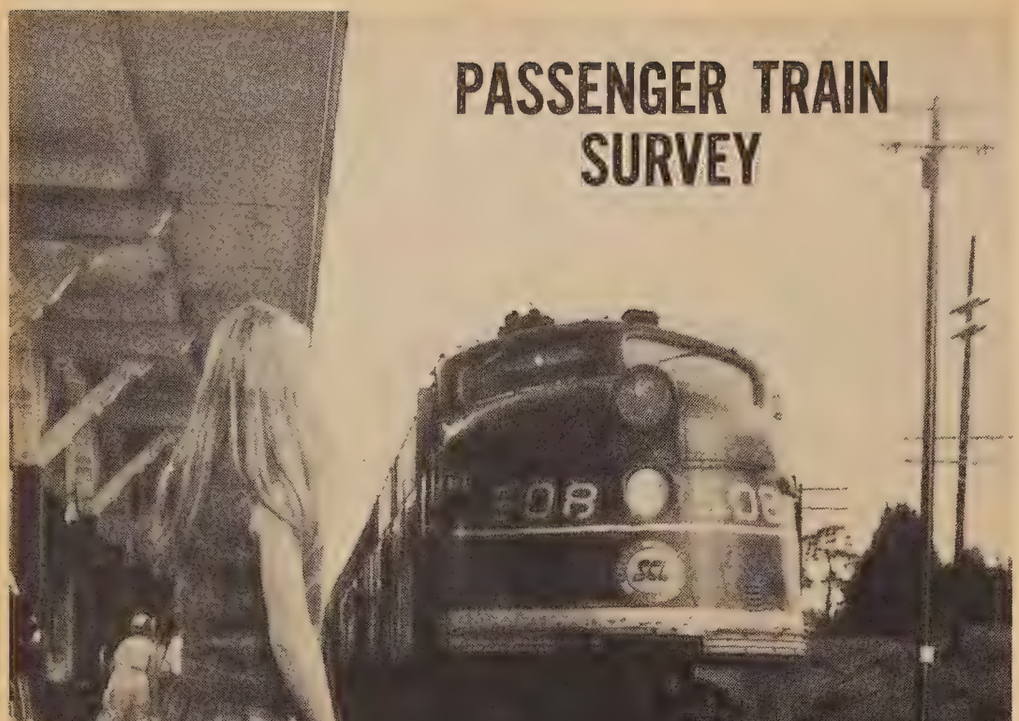
Once again I have been sent some misinformation. This time about the Union Pacific being willing to donate its 4-8-4 No. 838 to a deserving or-ganization that would take care of her. It is not true.

Each month, many readers send me items that I pass on to you fellows in this column. It is impossible for me personally to check on the accuracy of each and every one before going to press. Some of the so-called news that comes to me by mail from strangers turns out to be ludicrous.

For example, how many of you have heard the fairy tale about a New York Central loco, a Niagara type, hidden away in an Ohio coal mine, the entrance to which was blown up to conceal her? Or the Kansas City Southern's articulated Mallet that sup-posedly is for sale in a Texas junk yard? I could fill a column with such stories, but they wouldn't be true. Hereafter, I expect readers to send me facts, not wishful thinking. ●

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

PASSENGER TRAIN SURVEY



Seventeen-year-old Diane Bohannon watches thirty-year-old Seaboard Coast Line No. 508 pull into the Sebring, Fla., station with the northbound *Silver Star*. A few minutes later, Diane boarded train to return to her home in Durham, N.C.
William T. Morgan, 1449 Linhart Ave., Fort Myers, Fla. 33901

A SIGN of the times was cutting Southern Pacific's once-famous *City of San Francisco* to three-times-a-week runs to and from the Bay Area and Ogden, Utah. Passengers are now being interchanged at Ogden between the *City* trains and the Rio Grande's portion of the *Zephyr* from Denver and Chicago. Fortunately, SP's connections with the Union Pacific at Ogden also have been retained. The ICC approved the downgrading in a ruling which let the Western Pacific discontinue its portion of the *Zephyr* between the Bay Area and Salt Lake City and which authorized the thrice-weekly operation of the D&RGW between Utah and Denver.

Penn Central has dropped sleeping cars from the *South Wind* between Chicago and Louisville. Through coaches are no longer operated to Florida. Passengers from Chicago and PC points must change trains in Louisville. The L&N operates the *South Wind* on its former schedule but has consolidated it with the *Pan American* between Louisville and Montgomery. The *Pan American*'s new schedule between Cincinnati and New Orleans is about 3 hours later southward and 3 hours earlier northward.

The *Royal Palm* has disappeared from SR's schedules. Permission to discontinue the train has been granted in Tennessee, but not in Georgia and Kentucky. Accordingly, the train still runs in those states, but there is no longer any through Cincinnati-Atlanta service.

The *Southerner* and the *Crescent*, which had been running as one train, although listed separately, now operate as the *Southern Crescent*. Service on the West Point Route (Atlanta-Montgomery) has been terminated. New train uses the SR's route to New Orleans via Atlanta and Birmingham. The North Western wants to drop a daily train between Chicago and Green Bay, Wisconsin.

The ICC has agreed to investigate Penn Central's request to drop 34 east-west long-distance passenger trains. It put off the effective date of the proposed discontinuance from April 15th to August 15th, should the move be approved. The sweeping request, when added to previously filed petitions to eliminate 14 other trains, would terminate Penn Central's intercity passenger service west of Buffalo, N.Y., and Harrisburg, Pa. Penn Central contends it has been losing money on the runs and says their elimination would save the road $17 million a year.

A. Paul Funkhouser, Penn Central's senior vice president, Passenger Service, said the ICC order will cost the road at least $3.2 million in direct operating expenses by delaying discontinuance of the 34 trains until mid-August.

However, there is one bright spot, so far as the public is concerned, Penn Central is investing more than $1.1 million in new track maintenance equipment, including 12 tamping machines and 12 ballast regulating units, to further improve the heavy-duty roadbed used by its *Metroliners* and other trains between New York and Washington. Prior to the start of *Metroliner* service Jan. 16, 1969, the 226-mile route was rebuilt with new welded rail, new crossties, and added ballast.

But extensive high-speed rail passenger service will never be a reality in America unless—or until—the Federal Government helps pay the bill. Penn Central official James W. Diffenderfer (assistant vice president, Special Services) put it this way in addressing the American Railway Engineering Association: "The railroads themselves cannot afford the high capital expenditures required to provide high-speed inter-city services."

"I wish that the magnitude of Federal involvement in this project were the same as it is in getting people to the moon," he said. "Only one percent of the $24 billion spent on the Apollo would do wonders for high-speed rail service in any part of the country. And I wish we had some of the $635 million which our Government has paid over the past 15 years to improve railroads in foreign countries!"

Noting the railroads' plight, Mr. Diffenderfer said they have "survived only because they have been able to squeeze a meager profit from a facility built years before Government began doling out billions of dollars for air, water, and highway facilities."

Says *The National Observer*: "The Association of American Railroads is worried about its popularity. Why else would it hire a former astronaut to act as its spokesman in advertisements?

"The Railroad industry has reason worry. While the nation's freight ains are indispensable carriers of the ation's goods, the industry has be-ome ever further removed from the ublic consciousness. The reason is mple: By discouraging people from ding trains (the discouragement is owerfully administered through terri-e service in antiquated equipment) ilroad men have alienated millions people."

"I often hear people say they had a onderful air trip, after beating their ay to the airport," writes Tom An-in, 42 Clay St., Fair Haven, N.J. 7701, "'but the plane was three ours late' or 'When we got to the air-ort, the flight was annulled, but they ut us on another plane that left two ours afterward' or 'We must get ome early, as Mary is flying from the niversity of Michigan, and we will ick her up at Kennedy Airport at one clock tomorrow morning.' Why are uch things mentioned in a casual man-er, but when a train is late there is ways hell to pay?"

"I continue to believe," writes Wil-am F. Buckley, Jr., "that if no one ad invented the railroad, and sudden-y somebody were to call a press con-erence and divulge the idea of a track unning a straight line from city to ity on which an enormous engine, an daptation of an automobile, could ull enormous buses at speed of 100 iles an hour, that the whole country ould stop in amazement and every ongressman and Senator would rise chorus to appropriate money to ake the dream come true."

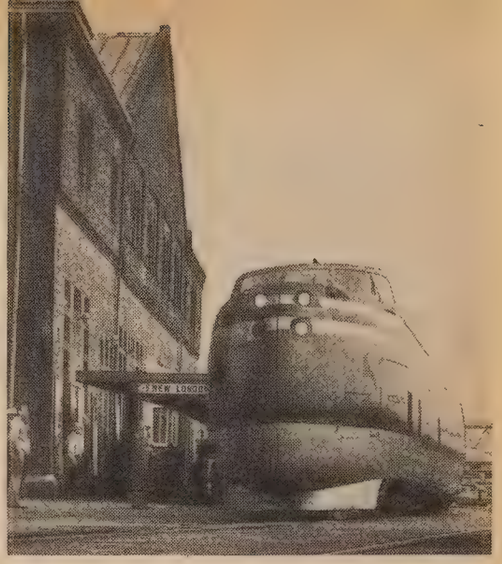
It is doubtful that the railroads of merica would remain in the passen-ger business if it weren't for the ICC. Their motto seems to be: "Leave the freight to us; you can have the pas-sengers." Milton Moskowitz, writing the *Buffalo Evening News*, recalls the time when the late Robert B. Young, a railroad tycoon, made history with a New York Central advertisement which said: "A hog can cross the coun-try without changing trains, but you can't." Mr. Young wanted to implant the idea that the Central cared about passengers and was dedicated to im-proving service.

Mr. Young failed. The appropriate ad for the railroad of tomorrow might well be: "You can book train passage for a hog—as long as you don't come along."

Anthony Haswell, top man in the National Association of Railroad Pas-sengers, is hopefully studying that part of President Nixon's budget recom-mendations for fiscal 1971 which would allot $11,084,570,000 to the Department of Transportation, includ-ing $3.1 billion for mass transit aid and $29.3 million for the Federal Rail-road Administration.

Business Week recently denounced Penn Central for its very poor com-muter service and its unwillingness to invest money in maintenance and re-pairs. What the railroad is angling for, said the magazine, is for a state agency to take over the commuter service, put up the capital for improvements, and then pay Penn Central a fee for run-ning the operations.

Calling this "a somewhat alarming precedent," *Business Week* said: "If Penn Central can hand off its unprofit-able business to a Government agency, why can't other companies with sim-ilar difficulties do the same thing? And if the Government is to be stuck with the losers, why should it not demand the inclusion of profit-making parts of the business in the deal?"



Penn Central's *Turbo Train* stops at New London, Conn., on way to Boston.
Photograph by Edwill H. Brown

The once-plush upholstery on the *Broadway Limited* is threadbare now, and the beds in the sleeping cars have been in use so long that they sag in the middle, according to Alan Adel-son, staff reporter of *The Wall Street Journal*. The *Broadway*, which has been carrying passengers between New York and Chicago since 1902, is one of 48 passenger trains that the Penn Central railroad wants to discontinue

A passenger wandering through the train as it raced through the night across northern Ohio sometimes had the eerie feeling that he was alone. Ac-tually, 80 New York-to-Chicago pas-sengers were aboard, but they were scattered through six sleeper cars, a dining car, and four coaches that could carry a total of 348. To operate the train requires 22 Penn Central em-ployes at any one time and 50 over the length of the run.

In its heyday, the *Broadway Lim-ited* was one of the nation's most fa-mous trains. "The *Broadway* was for stars and executives," says Orville Kresl, the steward in charge of the still-lavish dining car. "It was pretty exciting back then. The steward was lucky to close the dining car by one a.m. Nowadays I could fire a cannon-ball through here at 10 o'clock and never hit a soul."

The dining car is one of the few places on the train that still retains the splendor of better days. The extra-long car is carpeted and well-lighted, and has arched entryways bordered by wide mirrors. Generous dinners of roast beef or steak cost $5.95 includ-ing wine.

Penn Central says the *Broadway* slipped into the red last year, losing $10,930 as compared with a profit of $531,600 in 1968.

Howard V. Pincus, 5 Eldredge Place, Rye, N.Y. 10580

Ex-New Haven FL-9 pulls MU cars out of the Rye, N.Y., station on March 27, 1970. Pantographs on front and rear MU's provide light and heat, not power.

Good-bye, California Zephyr!

THE LAST eastbound *California Zephyr* rattled out of Portola, Calif., on a Saturday night, March 22nd, under a full moon and more than an hour and a half late. It was a mournful final run. At Stockton, pickets protested the discontinuance of the Western Pacific streamliner, which had been shuttling between Oakland and Salt Lake City since 1949 connecting with Rio Grande *Zephyr*.

The train left Oakland's Third and Washington streets station 12 minutes late. More than 100 persons, most with cameras, some with black armbands of mourning, were there to witness it.

By the time the train reached the Niles District of Fremont it was 22 minutes late. As the train wound through Altamont Canyon, east of Livermore, it caught up with a Southern Pacific freight train on a parallel track. The brakeman in the caboose pulled out a handkerchief and held it to his nose as if he were crying. Eventually, writes Harre W. Demore, of the *Oakland Tribune* staff, who often contributes to *Railroad Magazine*, brakemen waited impatiently to uncouple the orange and silver locomotives and shunt the *Zephyr* to that last railway siding from which no train ever returns: the boneyard.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

Candid-camera shot of a passenger, who, in the pleasant excitement of boarding the great domed *California Zephyr*, has dropped some personal items from her bag onto the gravel at the Western Pacific station in Fremont, California, and is bending down to retrieve them before the train leaves.

Car tink inspects the air-line on the *California Zephyr* shortly before it pulls out of Oakland. The brakeman going to work is Ernst von Ibsen III and the curious passenger is Elena Rojo.

Photograph by Virgil C. Staff

Passengers waiting to board the *California Zephyr* at Fremont. The first diesel unit is 805-D, class FP-7.
Photograph by Virgil C. Staff

H. W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602
March 22, 1970: westbound, WP's last *Zephyr* reaches Portola, California, where three cars are added, and heads for Feather River Canyon.

The *California Zephyr* was a beautiful and luxurious train. Here is its observation lounge car. Just behind passenger Valentina Mustaciola you can glimpse a mural of the Golden Gate Bridge.
Photograph by Virgil C. Staff

Feather River Canyon is a scenic delight. Train riders saw it for the last time from the *Zephyr's* picture windows.
Photograph by Harre W. Demoro

Melody Meister gets a good view from the rear Vista Dome of *California Zephyr*.

Photograph by Virgil C. Staff

Interesting Railfans No. 91

BERT PENNYPACKER

by Freeman Hubbard

THE ONLY author we have who can write equally well about steam or diesel power, with a readable, entertaining style and a high regard for accuracy, is Charles Bertram Pennypacker, commonly called "Bert." Thus far we have published 26 of his feature articles, nearly all on steam subjects. The 27th, next month, will be "First-Generation Diesels."

Like myself, Bert was born in Philadelphia, Pa., is a six-footer, with hazel eyes, and weighs about 185 pounds; but his birth date, Oct. 1, 1923, is more recent than mine; and his father worked as a traveling salesman while mine was a Pennsy freight clerk and statistician in the old Broad Street Station. Bert has had 15 by-lines in *Trains* magazine; I had only two.

David P. Morgan, editor of *Trains,* comments: "Bert is both an editor's friend and sharpest critic. He's a fine railroad reporter—for both magazines and books—and he can be counted on for depth, accuracy, and interest. You don't expect gobs of generalized, undocumented wordage from Bert and you don't get it. Next, an issue of *Trains* seldom fails to produce a letter from Bert. If we've done something right, he says so; but if we've flunked a course, he raps us over the knuckles. I've never met him personally, but I feel as if I know him better than some people I meet every day in Milwaukee. He's a good man, good for *Railroad Magazine* and good for *Trains.*"

Bert's father lost his Philadelphia home in the business crash of 1929, so the family moved to Coatesville, Pa., on the Pennsy mainline.

"In those days big 4-8-2's, class M1, labored upgrade through town under heavy pulling conditions," Bert recalls. "Their ground vibrations must have traveled along a rock shelf, for our home vibrated every time we heard a westbound train in the distance. This fascinated me. I was a constant watcher at trackside and curious about how many engines the Pennsy owned. Not knowing anything about rosters, I began listing all the engines I saw."

The lad spent summer vacations at Stratford, N.J., on an uncle's farm, near which trains of the Pennsylvania-Reading Seashore Lines passed. Upon hearing a locomotive whistle blow a couple miles away, he'd race toward the track on his bicycle to see the train go by at close range. This worried his aunt, who feared he might not be able to stop his bike before it reached the rail crossing. Bert also found an unfailing source of interest in the huge spoked trailing wheels under the Wootten fireboxes of Reading 4-4-2 Camelbacks.

In 1937-'38, with the Pennsy hard at work erecting its far-flung electrification to Harrisburg, he was a "sidewalk engineer," watching for hours the erection of I-beam catenary poles and wire-stringing. The first GG1-powered train thrilled him, and he kept notebook tabs on each new electric loco as it appeared.

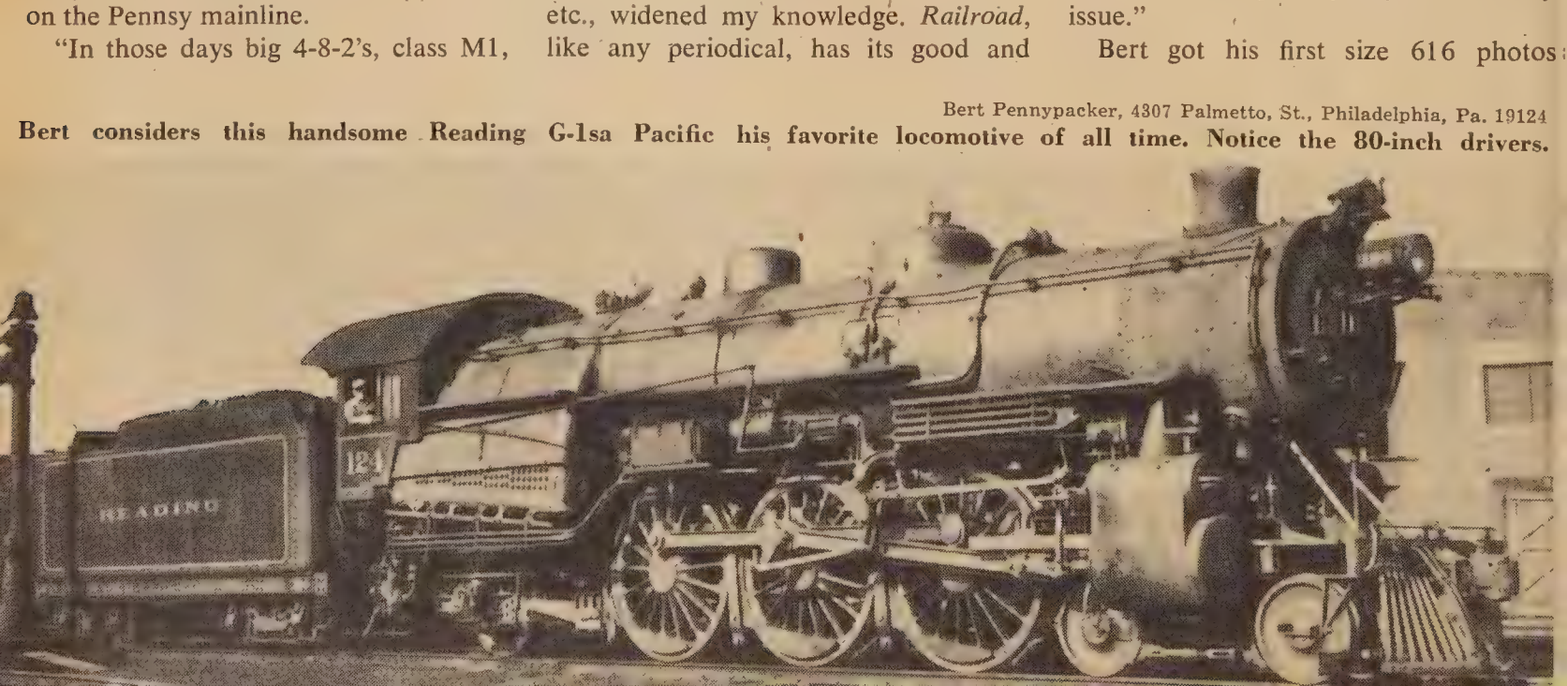
"About this time," Bert tells me, "I discovered *Railroad Magazine* in a news store and eagerly bought a copy each month. Its many stories, rosters, etc., widened my knowledge. *Railroad,* like any periodical, has its good and poor issues. Recently, I've heard fans say that your magazine was better during the Steam Age than it is today, but I don't go for that. Fine issues keep appearing now and then and will continue to do so. Many people judge an issue not for its quality as a whole but for the presence or lack of material of particular interest to themselves. If the latter is missing, they say it's a lousy issue."

Bert at Cove Water, Pa., on Pennsy.

Bert got his first size 616 photos

Bert Pennypacker, 4307 Palmetto, St., Philadelphia, Pa. 19124

Bert considers this handsome Reading G-1sa Pacific his favorite locomotive of all time. Notice the 80-inch drivers.



om Forrest W. Trittenbach through
ır *Switch List*. He bought six for 25
nts and thought at the time that they
ere the greatest things he had ever
vned. Today, Mr. Trittenbach is a
eading conductor living in Emmaus,
. That town is famous as the home
*Prevention: The Magazine of Bet-
r Health*, a 60-cent monthly which I
ten recommend. I am convinced that
ading and following it would go a
ng way toward helping our own read-
s to ward off disease and prolong
eir lives. No doubt conductor Trit-
nbach is familiar with it.

Another friend Bert acquired
rough our *Switch List* is Doug Rich-
r of San Bruno, Calif. The two fel-
ws have been corresponding for the
st twenty years. "Bert is a purist of
e first water where his railroad writ-
g is concerned," Doug remarks. "No
tail is too small, no effort too great,
insure accuracy and obtain the in-
rmation he needs."

Still another *Switch List* contact is
. Reid, a journalist of Norfolk, Va.,
ho is currently doing a book of Nor-
lk & Western history.

"I met Bert in 1941," H.R. tells me.
One of our first ventures was to ex-
nange newsletters—the first writing of
s I'd ever seen. Later, he helped me
ith a privately-published resume of a
eading branch line. All the while, he
as photographing with a 620 Monitor
ne has since turned to a different cam-
a) with a skill I found impressive.
/e have often visited each other. I
dmire his courage, because he has a
sual handicap and will not let it stop
m. I like his seemingly detached
ood in the face of frustrations. Bert
eaks with a sure, deeply resonant
oice, which is well suited for com-
ercial radio."

But going back to Coatesville: Bert
ould hang around the depot, watch-
g trains, taking home old timetables
at were discarded when new ones
me out, and even helping the local
ailway Express man and mail trucker
load the passenger trains. This led to
s first job, at age 16, when he was
aid one dollar a day to assist the mail
lucker in unloading the 4:12 a.m.
ain. After that, the lad sleepily re-
rned home, ate a breakfast of bacon
nd eggs and fruit, and went to school.

That part-time job, working as a pri-
te labor contractor for both Railway
xpress and PRR, lasted for 12 years.
is first full-time employment, as a
ocery-store clerk for Lukens Steel
o., paid $18. When he first got all
at money per week, he felt rich. He

Both elements in this scene are gone forever: the station has been torn down and Philadelphia-Reading Seashore Lines no longer run these passenger trains.
Photograph by Bert Pennypacker

showed up on the job each day after fulfilling his 4 a.m. chores at the railroad depot, and did not have to be coaxed to go to bed at the end of the long day.

"One morning at the station," he recalls, "a cartload of mailbags overturned onto a track over which the wooden baggage crossing was rickety. I threw the mail off the track; but no one was around to help me with the upset cart, so I ran to a nearby phone and rang Park tower, telling them to stop any eastbound train due on that track. But it was too late!

"A headlight appeared. Despite my frantic washout signals, the *Manhattan Limited*, sailing proudly by at about 75 per, smashed the cart, scattering its parts, and breaking the air-line on front of the GG1. Pinwheels of fire flew from the train wheels as an emergency brake application threw sleeping passengers out of their berths and seats. The train was delayed 45 minutes. Division super M. S. Smith complimented me personally for presence of mind in saving the mail and he said the wobbly platform would be fixed. About two weeks later, a specially designed double-width crossing was built on the spot."

For two Christmas mail rush seasons Bert worked as a helper in the Reading & Coatesville RPO car on the Reading's single-tracked Wilmington & Northern branch. On two occasions, when the regular mail clerk missed the train, Bert went along as an unofficial helper and advisor. In fact, he often rode the train as a passenger, knowing the crew so well that he was allowed to ride in the coach, mail car, or engine cab. In 1949, when the train was discontinued, trainman Howard McMullen tore the brass buttons off his uniform coat and gave them to passengers riding the last trip. Then he went into freight service.

At one time, Bert belonged to four or five railfan clubs, but left them all because he didn't think they offered enough in return for his dues, and has not had any club membership since.

He remembers having made a few freight hops with a friend, Charles A. Elston. One day they rode from Philadelphia to Rutherford in an empty Reading hopper-car extra pulled by a 4-8-4, class T1, that was used later on Iron Horse Rambles. Another time, they rode a loaded coal train wheeled by FT diesels.

"So much coal dust and chunks of coal fell over us," he says, "that all we could do was hang on with eyes shut. But after several more rides, I gave up this craze as unsafe and foolhardy."

Bert has brown hair slightly fringed with gray, is very alert, walks briskly and eats fast, and has a rather poor posture that regular exercises could easily correct.

Because of his strict upbringing in the Methodist Church, he has never smoked nor drunk alcoholic liquor, not even beer. He has never forgotten a remark made by a Pennsy hogger on a K46 while lighting a cigarette: "Don't ever start smoking, kid, and you'll never regret it."

Bert has a generous nature, often going far out of his way to help people, and has a good sense of humor, but is inclined to be shy and sometimes masks his real personality behind what may be described as a surly-looking exterior.

Paul Carleton, of River Vale, N.J., one of his book publishers, tells me: "I always enjoy talking with Bert. He is one of the few fans of whom I can truly say that he is a walking encyclopedia of railroad knowledge. His re-

Theresa and Bert Pennypacker make a happy couple on their honeymoon in 1953.

tention of even tiny details is outstanding. If you were to look through the books in his personal railroad library, every so often you would come across a correction written in ink. His proofreading skill is exceptional."

I can verify that last sentence. Bert makes a good job of proofreading the articles he writes for *Railroad Magazine*. Paul and Daphne Carleton collaborated with him in authoring two books, *Reading Steam Pictorial* and *Eastern Steam Pictorial*. Both are now out of print, but the former is soon to be reprinted and enlarged, with a diesel history added. And in cooperation with Alvin Staufer of Medina, Ohio, Bert wrote the texts for two books, *Pennsy Power* and *Pennsy Power II*. The second volume includes an alltime diesel roster, which made a hit with many readers. In addition, Bert has had photos, etc., published in many other books, magazines, etc., including the loco newsletter *Extra 2200 South*.

"Bert is a big man." Al says. "both physically and mentally. When meeting him, you are impressed by his size and rather gruff manner, but you soon realize that the latter is self-protective, not aggressive. Bert has an almost superhuman capacity for work. More than once I dropped off to sleep while he was still pounding his typewriter. When a preventable error gets into print, he is severely critical, even caustic. On several occasions he 'chewed me out' with a vengeance."

That, too, I can understand. One time, years ago, Bert and I had a run-in over something I had published in *Railroad*. I forget now what it was, but he was probably right.

Romance came into his life when he met Theresa Nowaczyk, a bright and attractive Polish brunette. She lived in Philadelphia and didn't want to leave the city, so Bert quit his job with Lukens Steel, moved to Philly, and married her on October 3, 1953. The newlyweds rode the Lehigh Valley's old *Black Diamond* to Buffalo and Niagara Falls on their honeymoon. Their marriage turned out to be a happy one, but they have no children and no pet animals. Bert works for a specialty paper bag manufacturer near Philadelphia.

Meanwhile, he had been going on picture-taking trips with various friends. Because he was familiar with trains, timetables, roundhouse locations, etc., he acquired the reputation of being an ideal trip-planner.

"We also analyzed photo locations for the best sun-lighting angles," Bert recalls, "which is the key to good photography."

His collection of negatives grew to 12,000, mostly size 616. Then he decided to stop accumulating prints because they took up so much space and could easily have been made from the negatives. Besides those he took himself, Bert acquired many negs. by trade and purchase. His collection includes steam, diesel, and electric loco pix, well catalogued and filed in 14 steel drawers. He also has a reference library of over 300 books, mostly about motive power and trains, and piles of timetables, pamphlets, and other research data, but no hardware.

As time passed, he gave more and more attention to free-lance writing. This career began in *Railroad* in '51. Later, the Reading's T1's were resurrected from storage oblivion to pull the popular Iron Horse Rambles. That event spurred the writing of two Reading stories by Bert. One appeared in *Trains* in Dec. 1961, the other in *Railroad* a few months later.

"This modest success more or less established me as a writer," he says. "I have never had any formal journalistic training. Freeman Hubbard, by insisting upon human interest in otherwise technical stories, is much more difficult to write for than Dave Morgan, but I am sure the challenge of it all has taught me much by the hard knocks of experience."

Like most authors, Bert Pennypacker gets a heavy volume of mail. People ask him for various things such as data and photos. He does not give away pix nor does he have time to prepare lists for correspondents, but he does supply whatever he can at nominal cost. His desk is usually cluttered up and, while working on manuscripts, he is a confirmed nibbler of sweets. His address is 4307 Palmetto Street, Philadelphia, Pa. 19124.

"Bert's pieces enhance *Railroad Magazine*," writes Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kan. 66207. "I get many good comments about them in connection with my business of selling locomotive and train photographs."

Our hero has a collection of LP records of dance-band music, including over 350 albums, all instrumental. Recently he acquired a casette tape recorder, which he feels is quite a boon to railfans like himself, since conversation tapes can easily be exchanged, and he is looking for casette correspondents. Another minor hobby of his is fire engines, but he does not chase them nor photograph them.

"I am also the curious type," he explains, "always wanting to know what a new building is to be used for, what an unfamiliar sign says, asking questions, and being nosey about how things work. Theresa says I am a nosey pest; but I don't care, because I want to know what is going on, and why."

He is nominally a registered Democrat, formerly a Republican, but votes for men rather than a party. "I am more or less conservative," he adds. "In my judgment, the U.S. has no business in Vietnam nor in many other places where it is continually meddling. If Federal money were spent wisely, instead of on militarism, for example, no sharp rise in taxes would be needed. I have no use for fellows and girls of the 'now generation' who make an extremely poor gesture of trying to be different without being constructive. But don't get the idea that I'm an old stick in the mud. My avowed interests in life are railroad operation, big dance-band music, and sex. Those three I live for."

STEVE MAGUIRE'S

TRANSIT TOPICS

A NEW STREET-
CAR, first to
e developed since
e PCC car 35 years
go, has been ap-
roved as the sub-
ay-surface car for
an Francisco. A
ng, low, articulated car with three
ucks underneath, it will serve on Mu-
cipal Railway's new Market St. sub-
ay and the five existing surface street-
r lines by late 1972. Possibly the new
olleys will cross Golden Gate Bridge
provide rapid transit service to Marin
unty.

Seventy-eight of these new cars will
entually replace the present 105 PCC
nits, all 18-24 years old. Altogether,
e cars will cost $19.9 million, or
225,000 apiece; carrying capacity will
25 percent greater than PCC's.

They will carry 12,000 passengers an
our as compared to the 7,800 PCC
ssenger capacity—an increase of 55
rcent. This is based on 180 passengers
r car (76 seated, 104 standing) to 120
5 seated, 65 standing) for the PCC's.
nother economic advantage of the
ticulated design is a lower per seat
st—$3450, or 12½ percent less than
e $3950 for a double-truck car
uipped for multiple unit operation.
he latter was an alternative style con-
lered.

The new car is the result of consider-
le investigation by Louis T. Klauder
Assoc. and the design firm of Peter
uller-Monk Assoc. which did the
rling for it. Executives from both
ms visited 19 European cities having successful tram and subway operations before deciding. Mr. Klauder says:

"To answer the question about articulated vs MU's: We are very impressed with the articulated design that most European cities have adopted. We are also satisfied that the articulation joint has been adequately designed and tested, so that it should not be the cause of any operating or maintenance problem. Also, the cost per seat drops with the longer articulated car, and we are sure that we can power all axles (which the Europeans do not) to get better performance than they are getting."

The new cars will be comfortable, with special ease in loading and unloading; also quiet, due to a 2-inch layer of fibreglass insulation. Maximum service speed will be 65 mph.; and with six electric motors of 100 hp. each, acceleration time from 0-40 is 15 seconds. Present running time would be cut in half, or even more—from Embarcadero to West Portal, for instance, would be cut from 35 to 14 minutes. Furthermore, the articulated design is suited to San Francisco's topography. The builders claim it will feature short-turning radii, and will successfully navigate the dips and grades common to the city.

Wm. E. McDonnell, Public Utilities Commission president, says he is impressed by the cars' "performance and appearance." He adds that the decision to keep streetcars as the mainstay of the Muni system has proved to be a wise one. "We decided to keep and improve our streetcar system at a time when other cities had either phased theirs out of eixstence—or had plans to do so. They are smogless, quiet, comfortable; and they move large volumes or riders quickly and efficiently."

INTERIOR Secretary Walter Hickel has joined critics of the automobile, writes L. Seabury, East Northport, N.Y., who reminds us that even President Nixon in his State of the Union message said the automobile was our worst air polluter.

Says Hickel, a member of the Alaska Chapter, NRHS: "We once had a good rapid-transit system in this country, but the automobile killed it off. Hell, now we even plan cities around the car without any thought for the spiritual environment. A highway engineer comes along and complains that the city is in the way of his road. It's crazy. The real approach to the new cities should be to close them off to the automobile. We're not on earth to build shopping centers for automobiles."

Nick Thimmesch in New York's daily *Newsday* remarked: "It takes a development-minded dreamer like Hickel to recall that 40 years ago, the U.S. had a good, well-patronized system of streetcars, interurbans, subway and passenger trains which kept cities relatively free of congestion. Today, though we have the technology and the treasure to build a new mass-transit system, national pride is lacking. What we need are more 'outsiders' like Hickel willing to wade in and fight, Teddy Roosevelt style, 'damned autos.'"

KANSAS' last trolley line, the freight-only Hutchinson & Northern, is being dieselized. Probably by the time you read these pages, the line, which serves the Hutchinson-based Carey Salt Co., will have ceased trolley operation. So says Paul Chitwood, 501 William St., Hutchinson, Kan. 67501, and Ronald Sims, 2717 Cornell St., Des Moines, Iowa 50313.

The H&N was built early in the 1900's by the Carey family, who owned the salt company, to bring in freight cars from the steam roads in Hutchinson. It had trackage rights into that city via 1½ miles of the Arkansas Valley Ry. interurban. When that line quit in 1941, the H&N purchased the tracks. The reason given for the recent changeover was that the electrics could not haul the new, large freight cars.

MORE THAN 100 Japanese trolley lines operated a few years ago, but some are breaking up, according to J. Wallace Higgins, 1166 Fiske St., Pacific Palisades, Calif. 90272. For example, Osaka and Kawasaki abandoned their tram systems in 1969. At Sapporo, the Jozaneki Railway interurban route ceased operating last November. Part of its right-of-way, however, will be used by an unusual subway operated by rubber-tired vehicles running on concrete strips and guided by a raised center beam. This sounds like a cross between the Alweg Monorail and the Montreal subway, Wally adds.

LARGEST TROLLEY system in southern Brazil was converted to buses on March 7th, laments Steve Scalzo of

ew San Francisco articulated trolley will start replacing PCC's by late 1972.

Chicago. The streetcars in Porto Alegre gave way to stink buggies because of heavy downtown traffic in this busy port city. This is too bad, because Porto Alegre cars had been bought secondhand from U.S. lines years ago. These included trolleys that once ran in Springfield, Mass., Miami, Fla., and York, Pa.

MASON CITY line of the Iowa Terminal Railroad has put in service an electric loco obtained from the Southern Iowa Ry. two years ago Formerly SIRY 400, it is now ITR 54, we learn from *Wisconsin Electric Lines*, official publication of the Wisconsin Elec. Ry. Historical Society. The WERHS museum is planning an operating trolley line and can be contacted through Joseph Hazinski, 1210 S. Washington St., Cedarburg, Wisc. 53012.

This publication also tells of a recent incident on the line. In deep winter, when heavy snows covered the flat landscape, an electric was brought out to push a flatcar with a snowplow in front. The day passed, but only one mile of track was cleared. Then, to see if it could do any better, the line's only street snow sweeper, old No. 3, was hurriedly pressed into service. The ancient sweeper cleared no less than 4 miles of track in two hours! Needless to say, no one makes fun of No. 3 anymore.

SKYBUS expressway plan of Pittsburgh's Port Authority has come under attack by at least one U.S. Senator, reports Bob Casey in sending us this item from the Pittsburgh *Post-Gazette*:

"Sen. Gordon Allott, R-Colo., has warned the Nixon Administration that the Skybus project faces a rough day in the Senate Appropriations Committee when the 1971 transportation budget comes up for review and approval.

"Allott in a letter to Transportation Secretary John A. Volpe said: 'This project has the potential of becoming a colossal fiasco. In my judgment, the tightest oversight must be exercised in connection with it.'

"Allott suggested that Volpe's 'people would be well advised to be prepared to answer questions' in the transportation subcommittee."

High costs and improper advertising of the project are said to be among the chief objections.

A FAN calls attention to the fact that our story of the Corregidor Island trolley line in Manila Bay, Phillipine Islands, was *not* the first one covering this operation to appear in *Railroad Magazine*. John J. Hilton, 4010 Highview Dr., Silver Spring, Md. 20906, tells us that the March '37 issue, had a story of the line entitled *Uncle Sam's Island Railway*, by Lt. Frank W. Ebey.

William Ayres, vice president of Westinghouse Air Brake Co., stands in front of the Cleveland *Airporter* on which a new propulsion system has been tested for more than six months. The system substitutes A.C. for D.C. propulsion motors making for lower maintenance costs. Another advantage is "regenerative capability" which temporarily converts motors to generators; the resultant energy is used to slow the cars smoothly. It also reduces power costs.

VISITORS to St. Augustine, Fla., should inspect the Lightner Museum of Hobbies, located in the former Flagler-built Hotel Alcazar, now a municipal building. Besides its many collections of glassware, hats, stamps, buttons, musical instruments, etc., this museum has a small Transportation Room, on the third floor, which displays a large assortment of streetcar and interurban items from many parts of the U.S. and Canada. A sign at the entrance states, *Find Your Home Town Here*. Photos cover three walls. Also on view are numerous trolley artifacts: headlights, whistles, bells, destination signs, transfers, and so on. All of this material was donated to the museum by your *Transit Topics* editor. We mention it now at the request of Herman Rinke, longtime secretary of the Electric Railroaders' Assn., Inc., 145 Greenwich St., New York, N.Y. 10006. Readers desiring to visit the Lightner Museum or join the ERA should write Herman, who was No. 68 in *Railroad's* series of *Interesting Railfans* (Aug. '68). Send him a self-addressed stamped envelope.

New Electric Publications

***A Desire of Tramcars*, by Robert E. Jowitt, 200 pages, 6x9", published by Ian Allen, Ltd., Shepperton, Surrey, England, at $5.04, is a beautiful book with exciting shots of tramcars (streetcars) in western Europe and England. Following an account of the author's travels in search of unusual camera subjects is a varied assortment of out-of-the-ordinary photographs showing trams against many diversified backgrounds. Instead of routine three-quarters views, you find trams set off by quaint old buildings, waterways, landscapes, even men, women, and girls galore, not to mention birds and beasts. This "different" book, gotten together by a man with a great picture sense, should fascinate not merely those interested in overseas trams but almost anyone who has a feeling for choice photography. (Sample photos on pages 13-15 in this issue of *Railroad*.)**

Ian Allen, Ltd., still has for sale two excellent books previously reviewed in our department: *Tramways of the World*, an 88-page study of 20-old tram operations, and *Tramway Memories*, a 134-page nostalgic recollection of several British tram lines, each $3.60, postpaid.

***From Omnibus to Motor Bus; A History of Shawnee County's Street Transit Systems from 1869 to 1969* is published by Shawnee County Historical Society, Box 178, Topeka, Kan., 156 pages, 6x9", soft cover. Now and then a real sleeper appears in historical publications by other than railfan groups. This is one, and excellent, too. Forget the title and you have one of the most entertaining and nostalgic stories of a transit system in a long time. There is a wealth of old photos, engravings, newspaper ads, etc. This history, covers the earliest stagecoaches horsecars, steam dummy trains, trolleys and buses. Almost all of the book is devoted to Topeka's streetcars.**

The wealth of material is due largely to the work of Raymond C. Hilner, a 40-year employee of the Topeka transit company and an avid trolley enthusiast. Ray actually was technical editor, but modestly refused the title. The book comes with an annual membership to the society; non-members can get it for $2.50 from Shawnee County Historical Society. Be sure to ask for membership.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Shortlines of Tennessee

Locomotive Rosters Compiled by Sy Reich

Chattanooga Station Company *(owns no locomotives)*

Road Nos.	HP	Builder	Model Builders	Whl .Argnt.	Tractive Effort	Weight	Date	Notes
Clinchfield Railroad								
200	1500	GM-EMD	FP7A	B-B	60,510	242,730	1952	
250	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	1
350-355	1200	GM-EMD	SW7	B-B	61,067	244,268	1950	
800-805	1500	GM-EMD	F3A	B-B	60,130	240,530	1948-9	2
806-814	1500	GM-EMD	F7A	B-B	60,130	240,530	1951	2
815-820	1500	GM-EMD	F7A	B-B	60,130	240,530	1952	
821	1500	GM-EMD	F7A	B-B	59,500	238,000	1949	3
822	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	3
823	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	4
850-852	1500	GM-EMD	F3B	B-B	60,280	120,740	1948-9	5
853	1500	GM-EMD	F7B	B-B	60,180	240,730	1949	9
854-860	1500	GM-EMD	F7B	B-B	60,180	240,730	1951	10, 11
861-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1952	11
864-868	1750	GM-EMD	F9B	B-B	60,180	240,730	1955	
869	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	6
900-911	1500	GM-EMD	GP7	B-B	60,345	241,379	1950	
912-916	1500	GM-EMD	GP7	B-B	60,345	241,379	1952	7
917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	
919	1500	GM-EMD	GP7	B-B	62,075	248,300	1950	8
2000-2009	2000	GM-EMD	GP38	B-B	?	?	1967	
3000-3007	3000	GM-EMD	SD40	C-C	?	?	1966	
3008	3000	GM-EMD	SD40	C-C	?	?	1968	7
3009-3014	3000	GM-EMD	SD40	C-C	?	?	1969	
3015-3020	3000	GM-EMD	SD40	C-C	?	?	1969	
Corinth & Counce Railroad								
901	900	GM-EMD	SW900	B-B	57,500	230,000	1960	
902	900	GM-EMD	SW900	B-B	57,500	230,000	1961	
East Tennessee & Western North Carolina Railroad								
209-210	1600	Alco-GE	RS-3	B-B	62,180	248,730	1950	12
Memphis Union Station Company								
10	600	GM-EMD	SW1	B-B	?	?	1942	13
Tennessee, Alabama & Georgia Railway								
50	1800	GM-EMD	GP18	B-B	59,730	244,430	1960	
80	2000	GM-EMD	GP38	B-B	64,520	258,080	1968	
707-709	1500	GM-EMD	GP7	B-B	60,043	245,332	1951	
Tennessee Railroad								
1-2	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	14
3	1000	Alco-GE	RS-1	B-B	71,400	242,500	1943	14
4	1000	Alco-GE	RS-1	B-B	72,720	242,400	1951	15
5	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	14
6	1000	Alco-GE	RS-1	B-B	72,900	243,000	1947	16
Tennessee Central Railway *(recently abandoned)*								
50	660	Alco	HH 660	B-B	?	?	1939	17
51	660	Alco-GE	S1	B-B	49,500	198,000	1941	18
75-77	1000	BW	DRS 4-4-1000	B-B	60,000	240,000	1948	19
248	1600	Alco-GE	RS-3	B-B	61,925	247,700	1951	24, 25
249	1600	Alco-GE	RS-3	B-B	62,325	249,300	1951	24, 25
250	1600	Alco-GE	RS-3	B-B	62,325	249,300	1951	24, 25
251-252	1500	Alco-GE	RS-2	B-B	61,750	246,990	1950	20, 21
253-254	1500	Alco-GE	RS-2	B-B	60,230	240,900	1950	20, 21 23
255-258	1600	Alco-GE	RS-3	B-B	61,830	247,320	1952	21, 22
259-260	1600	Alco Pr.	RS-3	B-B	61,075	244,300	1956	21, 24
301-302	1800	Alco Pr.	RS-11	B-B	60,250	241,000	1962	21, 24
303-305	1800	Alco Pr.	RS-11	B-B	60,250	241,000	1963	21, 24
400-401	2000	Alco Pr.	DL-721A	B-B	60,650	242,600	1966	23, 24
801-805	1500	Alco-GE	FA-1	B-B	58,900	235,600	1949	20, 21 23
801B	1500	Alco-GE	FB-1	B-B	?	?	1949	20, 21
Union Railway								
9090-9091	660	Baldwin	VO 660	B-B	48,700	194,000	1942	26
9198-9199	1000	Baldwin	VO 1000	B-B	59,700	239,000	1945	27
9233-9239	1200	BLHW	S-12	B-B	60,510	242,050	1953	28

Rosters compiled from information from Cadiz's general manager, SOU's president; C&C's president; ET&WNC's vice pres. & gen. mgr.; TA&G's mech. supt.; Tenn. RR's gen. mgr.; L&N; TC; Precision Engineering; and IC's supt. motive power. It is accurate as of fourth quarter, 1969.

For purposes of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco; American Locomotive Co.; BW, Baldwin-Westinghouse; Alco Pr., Alco Products; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) Clinchfield 250 was originally Nashville, Chattanooga & St. Louis 919, then Louisville & Nashville 1919, then L&N 723 (1st) then Clinchfield 250 (2/69).

(2) Clinchfield 805-806 were rebuilt to F9A with 1750 hp.

(3) Clinchfield 821-822 were originally NC&SL 814, 822, then L&N 1814, 1822, then Clinchfield 821-822 (1/65, 2/65).

(4) Clinchfield 823 was originally L&N 914, then Clinchfield 823 (1/65).

(5) Clinchfield 850-852 rebuilt to F7B (1952).

(6) Clinchfield 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869 (1/65).

(7) Clinchfield 916 was traded to GM-EMD for Clinchfield 3008.

(8) Clinchfield 919 was originally NC&SL 753, then L&N 1753, then Clinchfield 919 (5/65).

(9) Clinchfield 853 was sold to L&N, renumbered 723 (2nd).

(10) Clinchfield 856, 859, 860 were traded to GM-EMD for new power (1969).

(11) Clinchfield 857, 861, 862 were retired.

(12) ET&WNC 209-210 were originally Central of Ga. 108-109, then ET&WNC 209-210 (1968).

(13) MUS 10 was sold in 1964 to Birmingham Rail & Locomotive Co.

(14) Tenn. 1-3, 5 were originally Atlanta & St. Andrews Bay 905-906, 908, 907 then Tenn. 1-3, 5 (7/55, 7/55, 11/55, 6/57).

(15) Tenn. 4 was originally Rutland 400 then Tenn. 4 (9/56).

(16) Tenn. 6 was originally New York, Susquehanna & Western 246 (7/63), then Tenn. 6.

(17) TC 50 was scrapped in 1963.

(18) TC 51 was sold to the Cadiz, renumbered 8.

(19) TC 75-77 was sold to Alco Products.

(20) TC 251-254, 801-805, 801B were rebuilt to 1600 hp.

(21) TC 251-253, 255, 260, 802-805, 801B were scrapped. Parts of 802-805, 801B were traded to Alco Products for 301-305.

(22) TC 256-258 were sold to Illinois Central, then resold to Precision Engineering; TC 257 was scrapped; TC 256, 258 are in service.

(23) TC 254, 801 were traded to Alco Products for TC 400-401.

(24) TC 248-250, 259, 300-305, 400-401 were sold to L&N and renumbered L&N 248-250, 259, 910-914, 1316-1317.

(25) TC 248-250 were originally Reading 502, 508, 518, then Alco Products 502, 508, 518, then TC 248-250.

(26) Union 9090-9091 were renumbered 6610-6611; units were traded to GM-EMD for new MP power.

(27) Union 9198-9199 were renumbered 1098-1099; units were traded to GM-EMD for new MP power.

(28) Union 9233-9239 were renumbered 1293-1299 (1st); units were traded to GM-EMD for new MP power.

HOBBY CLUB

conducted by Sy Reich

BECAUSE OF what *Flying Scotsman* U.S.A. Ltd. calls "insurmountable operating difficulties," the planned route via the West Coast from San Diego to Vancouver has been cancelled. Presumably this latest development was caused by operational problems on heavy grades of Southern Pacific track into California.

Under the new schedule, the *Scotsman* will visit a number of Midwestern cities not in original plans. The tour started in Slaton, Texas. It goes to:

June 3, Ardmore; 4-9, Oklahoma City; 10, Ponca City; 11-16, Wichita; 17, Emporia; 18-22, Topeka; 23-29, Kansas City; 30, Mexico/Fulton.

July 1-6, St. Louis; 7, Peoria; 8-14, Chicago; 15-19, Milwaukee; 20, Appleton July 21-Aug. 19, Green Bay.

Aug. 20, Milwaukee: 21-30, Chicago; 31, South Bend.

Sept. 1-6, Detroit; 7-8, London; 9-16, Toronto; 17, Hamilton; 18-20, Niagara Falls; 21-27, Buffalo; Sept. 28-Oct. 4, Pittsburgh.

Oct. 5-11, Cleveland; 12, Toledo; 13, Tour ends.

For details, write Harold E. Carter, 254 Winter St., Hanover, Mass. 02339.

A good suggestion for those who want to buy old cabooses comes from O. W. Brooks, secretary-treasurer of the Brotherhood of Maintenance of Way Employes, Pennsylvania Federation, lodge 3072, RD 1, Emporium, Pa. 15834. He says the B&O has six wooden crummies at Du Bois, all for sale. They used to sell for $50 each, he tells us—now, the price is $600. Contact the Baltimore & Ohio Railroad, Car Shop Foreman, Du Bois, Pa. 15801.

Railroad's associate editor is compiling a list of all rosters published in this magazine since our "All-time list" (Sept. '67). Those who want copies of both lists should send 30¢ to our New York office. Do *not* ask for the Sept. '67 magazine itself; all are gone.

BOOKS OF THE RAILS

by Albert "Boomer" Herskovits

DOWN AT THE DEPOT, *American Railroad Stations from 1831 to 1920*, by Edwin P. Alexander, hard cover, 319 pages, 9x12", index, diagrams, Clarkson N. Potter, Inc., New York, $15.

This is an excellent picture album of all kinds of railroad depots—suburban, rural and big city terminals. There is little text, but the pictures have been chosen wisely and the author explains each one in a well-written caption. Photographs extend from the 1890's to the present; some are even earlier. One photo, shot at Hanover Jct., Pa., in 1863, shows the special train that took President Lincoln to Gettysburg for his famous address. A tall figure standing in front of the station is reputed to be the President. The last chapter shows beautiful old stations which have been preserved. Fortunately, the author avoids photos taken at 5 a.m. with nobody around. Many pictures show the stations as they once were—bustling centers of town commerce, with platforms full of people standing near the beautiful old steam engines and rolling stock that were once such a familiar part of the average American's day.

The author, who was formerly on the editorial staff of *Railroad Magazine*, is widely known for the various books he has written, and the numerous scale models of engines, trains, etc., he has built. We foresee a good sale for *Down at the Depot.*

THE LIFE AND DECLINE OF THE AMERICAN RAILROAD, by John F. Stover, hard cover, 324 pages 5½x8½", maps, index, Oxford University Press, New York, $7.50.

Many generalized railroad histories have been written, but comparatively few have attempted to tackle the problems of the last 20 years in a controversial and hard-hitting way. John Stover, professor of history in Purdue University, has done this and made some good points in the process. Expensive labor, lackadaisical management, the Government, and even the public come in for a drubbing.

One chapter begins crisply: "Since the 'forties, and perhaps before, the American people have been contributing to the decline of railroad passenger service." An example of some managements is reflected in a businessman's complaint, "when you listen to an airline man talk about his industry, you feel like rushing right out and buying airline stocks—when you listen to a railroad man talk about railroads, you also feel like rushing out and buying airline stocks."

You might say that the book is not aimed at winning friends, but it is honest and forthrightly written.

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The books are available only by mail. *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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PICKED CREW

by Blanche Mosier

VERYBODY on the Flatland Division was aware that C. T. Walsh was new to the Oklahoma Western. This fact accounted in part what happened later.

t was also pretty generally known t Superintendent Walsh lacked the lity to size up a situation as a whole; railroad vision was lopsided. He s familiar with speed, tractive effort, n resistance, and what he called ciency. He could whip out a pencil l make neat little figures to prove theories of drawbar pull. But he med unable to grasp the human ment.

The new super was pleased with nself as he stepped out from a patch shadows in the Darlton yard on a d, wind-lashed autumn night in the m age. How could be have guessed re was a feeling of enmity between autious Sam" Tinsley, a recently moted conductor, and the engineer a certain string of freight cars that s nearly ready to roll?

'Tinsley!"

The official's loud voice was buffeted the gale. Sam did not hear it. The angular skipper was checking a d of livestock billed for Kansas y. He made a remark to his hind keman; then he went on with his as the division chief crossed the k toward him.

omething in the young conductor's dding method was mildly annoying. The brass collar spoke more sharp-

'Say, Tinsley!"

Yes, sir." Sam did not reply until l examined a car door with exag-ated care to make sure it was fas-ed right for four-legged passengers. parlor man went on checking. n was a man of few words, but he le those few count.

Feel pretty good since you got a motion, eh?" Mr. Walsh gave a le that filled his plump red face.

"Mighty fine," agreed Sam.

"Been putting the livestock in on the dot, haven't you?"

"No complaints—so far."

The official nodded. "That's what I mean. I've been keeping a close watch on you since I came here."

The way Sam scrutinized Mr. Walsh now, you might have thought the super

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The brass collar went on: "There's never been a damage claim for livestock, nor loss of any kind, on freights you've been in charge of."

"Don't aim to have any." Sam's voice was dry and challenging.

But the super was impersonal. His attention was fixed on the O&W's priority shipments moving on the new redball schedules that sometimes even put passenger trains in the hole. Mr. Walsh grinned at the mental picture of passengers waiting on a sidetrack.

Sam polished the letters on his conductor's badge and he drawled: "Now, you take livestock. Got to handle 'em gentle, as if couplings was molasses. Hogs are delicate. If you spray 'em when they're hot—"

"Hogs be damned!" the super cut in briskly. "The railroads today are facing bigger tests than how to spray hogs. That means real jobs for every man from top to bottom! Hereafter I'm picking crews carefully. No more students on redball freights. Every man must hit the ball."

"Yes, Mr. Walsh," Sam gulped.

"When you come back, Tinsley, there'll be another run waiting. I'm putting you in charge of a really fast freight train."

His enthusiasm nearly caught Conductor Tinsley, but not quite. Mr. Walsh wasn't the man with power enough to throw it.

The fellow who could, Dick Ellison, climbed that instant into the cab of a big freight engine not far off. As car inspector made his rounds of Dick's train, wind caught up the engineer's words and hurled them over to where Sam and the Super were standing by the load of livestock.

"Get going, fellow!" Dick yelled at the car tink. "This ain't a funeral. Where in hell's that conductor?"

Sam pricked up his ears. He was watching, too. He knew Dick Ellison only too well. He saw the shadowy figure of a man, presumably the conductor of that train, approach the cab and extend a sheaf of orders. He saw Dick grab the orders, and heard Dick read them aloud to his skipper.

Before it seemed that they could be half finished, the hogger whistled impatiently for a highball.

Dick didn't bother much to look for flashes of answering lantern signals. He didn't seem to care whether his crew caught on or not. By the time the caboose came by, his conductor had to do some wild sprinting to grab it.

The train was picking up speed. In fact—and Sam didn't miss this, either—Dick was rolling so fast that he didn't take time to make the running airbrake test. Why bother with a trifle like that on this flat prairie land?

The superintendent was looking toward the south end, where the yardmaster was giving orders to a night switch-engine crew.

Again Sam's eyes shifted to the north, toward swift-vanishing markers of Dick's outgoing caboose. Mr. Walsh surprised him with a sudden remark: "You need an engineer like that, Tinsley. Somebody to give you pep and vinegar."

"Who, me?" Sam gasped, stabbing the super with a dirty look. In the gleam of the yard goat's headlight he was silhouetted with metallic sharpness. Arc lights shook. Their glow showed a new and troubled fighting spirit in Sam's face.

Turning on his heel, Superintendent Walsh crossed back quickly, the way he'd come. Sam hurried to get his own crew's orders. Meanwhile the storm had lifted to a howl. Rain was swirling up and down shadowy stretches between freight and passenger trains. Wind whistled around cars dimly outlined on special tracks.

"We'll show 'em a thing or two, at that," reflected Sam.

The gale veered, came down straight from the north. Somewhere up there Dick's whistle would be trailing back, gloating. Sam's long legs swung onto the steps of his own caboose. A minute later his train also was rolling northward.

Sam settled down to do book work. But as gusts beat against the freight, book work was not easy. His mind reverted to the days when he was a student brakeman.

THREE years before, Dick Ellison was firing for Pat Kelly, ballast scorcher of the Oklahoma & Western. Kelly burned up the iron with manifest freight. When the brass collars had a really important fast shipment they usually coupled it onto Pat Kelly's pet Mikado, the 197, secure in the knowledge that Pat would deliver the cars to Kansas City on whatever schedule they gave him.

That was the set-up when Sam Tinsley hired out as student brakeman. Sam was not known as "Cautious" in those days. No, sir; Dick Ellison hung that derisive tag later onto the lanky kid. But Sam was green. They didn't come any greener. Gruff, big-hearted

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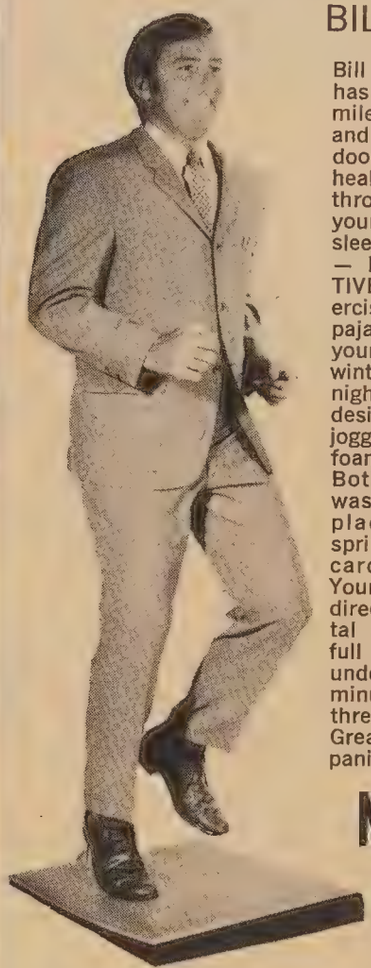

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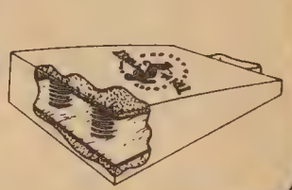

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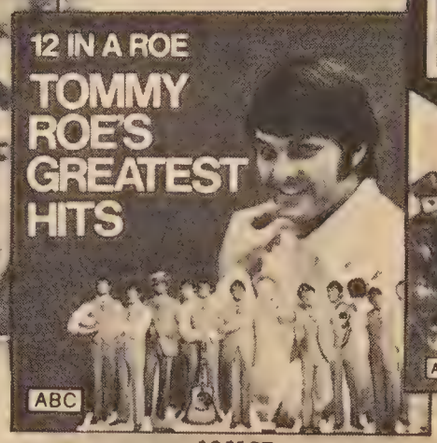

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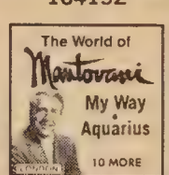

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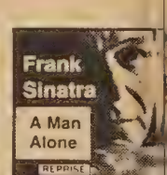

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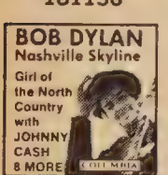

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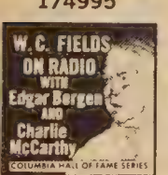

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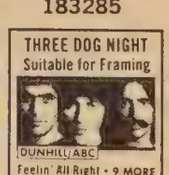

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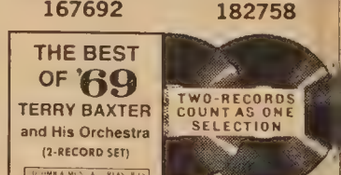

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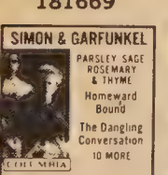

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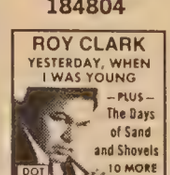

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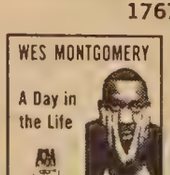

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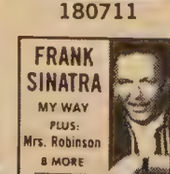

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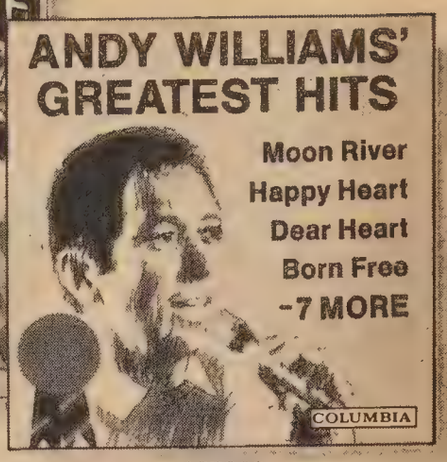

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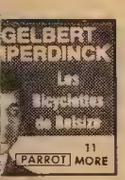

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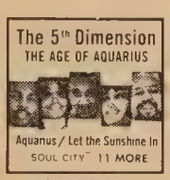

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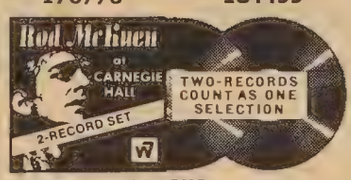

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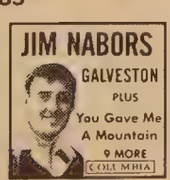

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James Lynn, Kelly's conductor, took a liking to the lad and put him wise to the things a brakeman had to know.

Dick Ellison, then an ambitious fireboy, did more than shovel coal and measure water by letting the clinker hook down through the manhole. He sized up Pat Kelly and wanted to move over on the right-hand and be a runner exactly like him.

But Sam, checking over freights as they rattled past him, or hanging out the cupola, would strain his eyes and ears and nose for the faintest indication of a hotbox or a dragging brake beam.

Sam's ideas were being shaped by Jimmy Lynn. Conductor Lynn went in for efficiency, too, but always on the safe side. When they sat in the caboose over steaming hot coffee and Irish stew, Lynn put it this way:

"Yep, ballast-scorching is all right—for a while. You get plenty of pats on the back. But once your train is ditched, and you are killed or crippled or fired, nobody remembers what a great guy you used to be."

As they dived into apple pie, Sam inquired: "Did you ever take a chance, Mr. Lynn?"

Rain, that night, was splashing against crummy windows. The gray-headed conductor seemed to be looking back.

"Yes, kid, I have," he admitted, "but only when there were things at stake that mattered. Got to use your brain to decide certain problems. Things do happen, once in a blue moon, that are worth risking lives for. There's lots of difference between that and merely being reckless."

Sam nodded. He didn't think then that one day he'd be forced to make just such a decision himself.

One night Pat Kelly had taken a stiff drink and was careless with taking up slack and letting it out. At first Lynn kept his head. But when things blow up on the Flatland Division they blow up fast. So when Kelly almost ran down the head brakeman, conductor Lynn headed for the cab with fire in his eyes.

Now, the head brakeman also had been breaking Rule G, and this being one of his periods of railroading dangerously, Jimmy Lynn clenched his fists and let Kelly have it, with the result that both men were discharged for fighting.

Lynn never got back on the Oklahoma & Western. Kelly finally did—in time to make one last short-time trip. Maybe by then he'd got rusty. Anyway, he went to glory under the wheels of the 197.

TONIGHT, as Sam Tinsley caught up on his reports, all of this lay far in the past. He was rather proud of his own safety record. Proud of this new responsibility in running the train—taking charge of waybills, directing the switching of cars and the loading and unloading of freight. You betcha! Proud as ever Dick Ellison could be of his speed. Sam made up his mind that Dick was never going to spoil that record. The young skipper untwisted his skinny legs and grabbed up his lantern.

As he did so, he said to himself: "Dick Ellison had better figure on railroadin' my way, from the next trip on."

Only, as things turned out, that next trip wasn't quite the way Sam intended. It wasn't so much the long whip of black squat tankers filled with crude oil that made the going tough. Sam had heard about the new plan to shove solid oil trains straight from the fields to one-point Eastern destinations. That would eliminate terminal switching en route and speed things up.

What made the future look bad was that a crew handpicked by the super, working the first of these solid-block oil trains over the Flatland Division seemed to be hand-picked, and then some, when it came to their being on Dick Ellison's side.

Dick stamped around on deck with his old restlessness. The hogger was powerfully built, redheaded and red-faced, with roving brown eyes that could, when angry, burn with ugly glints.

He was spinning a tall yarn for "Fats" Bailey, his fireman, and George Kassel, a new head brakeman.

As Sam lingered in the protective shelter of the tender, he could hear Ellison say as he squinted at the steam gage: "Yes, sir, these are the days to go to town; but we get stuck with a slow conductor. That guy Tinsley is afraid he'll get canned merely for pulling in on time."

The new brakeman was smirking. John Bailey was tinkering with the automatic stoker. He was a burly, bronzed, young giant, with the lasting qualities of a village blacksmith.

"Sam'll get over that," Bailey said.

The engineer laughed. "Listen, Johnny," he ordered, "see that this stoker doesn't jam on us again. We need lots of steam, so the skipper can enjoy a

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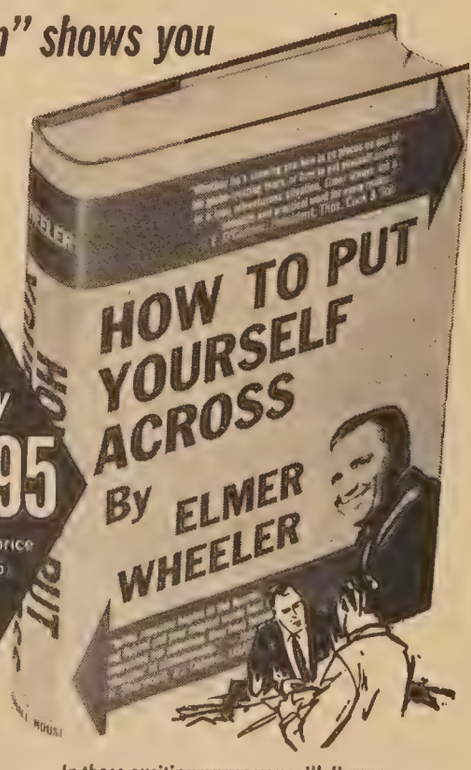

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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fast ride for a change. You'd hate to go back to hand-firing, eh,"

"Stoker'll be set where it works best," Bailey replied. "You'll get enough steam."

"And see here," Ellison went on, "let's not have any more talk of leaky flues. Sort of spoiled our last trip."

SAM showed up then with the orders, and the cap inspector gave an okay. Before the oil tankers started to roll, Ellison taunted his skipper.

"This train is gonna step right along on schedule," he said. "Don't pull any tricks to hold us up."

The conductor was still frowning as he caught the caboose. Not alone at what Ellison had just told him, but because he realized he'd made enemies out of most of this new crew. And as the glow of the familiar switch shanty fell away behind the long weaving rumble of tankers, Sam made one more discovery.

It was a dark night. As they rolled away from Darlton, not the faintest points of any starlight lit the Flatland Division. Stopping briefly on the waycar platform, Sam watched the last lights of the yards and the fields beyond, shrouded in darkness.

Then, turning around, he found "Snappy" Greene, his new parlor brakeman, framed in the doorway. Greene was a little man with plain features. He spoke genially.

"Everything okay, skipper?"

"Don't know for sure." Sam replied. "Inspector said it wouldn't hurt to watch three of the tankers about midway. Seems he saw a man fooling around them shortly before we pulled out."

Sam thought he might as well sound out the fellow. Something unusual was in the air. He felt the sway of the caboose, the blackness swirling around them, and he knew that, up in front, Ellison was opening the throttle notch by notch.

He asked quietly: "Did you ever pull the air on a smart hogger with ants in his pants?"

The hind man spat leisurely.

"No, skipper," he replied.

"Uh-huh," nodded Sam. "Well, maybe you'd better keep an eye on those three cars."

Without another word, the parlor man headed for the cupola. Sam appraised him as a good car hand. Still, you never can tell. . . .

About an hour later a funny thing happened. They'd been doing routine railroading, for the most part; but as green lights of stations swam up out of the darkness the conductor knew that Dick Ellison, up at the smoky end, was widening on the throttle more and more. The possum-belly just in front of the caboose seemed to be rearing up, then diving down, as wheels leaped forward.

Greene must have noticed it, too, for at that moment he worked his way out of the caboose window and headed over the tops.

Acting on a hunch, Sam untwisted his legs, climbed up to the cupola, and stared after the brakeman. What he saw made his eyes bulge. Snappy Greene was really covering those running boards in the tradition of his nickname. But for all of his fast going, Sam was almost positive that the brakeman didn't get as far as the three cars that needed watching.

His indeterminate figure out there in the darkness suddenly seemed to crouch low; then, a minute later, he came running back again.

Sam ducked down from the cupola and was opening his locker door when Greene reappeared.

"Well?" asked the conductor.

"They look okay," said Greene.

"That so?" quizzed Sam shortly. "Say," he added, "you've been around, I reckon? It sticks out all over you."

"Pretty far," said the brakie, with an odd, puzzled look.

"But not quite far enough," hinted the conductor, referring to the recent inspection.

The brakeman grunted and his eyes dropped. The train now was lashing past a drag that had been sidetracked for them. Noises as they rushed by seemed to warn: *Watch out now, Sam. Don't start anything you can't finish. Once you're canned, you're done for. There's no coming back. . . .*

BUT Sam Tinsley had to go hunting trouble. He studied his watch and his orders. Already they'd not only met the superintendent's new schedule, they were beating it. Ellison was rapping the stack off their big freight-hauler.

Sam headed out over the car tops and found the running board of the first tanker. As the string swerved on curving track, he caught the rough wash of the crude oil inside. Yep, the twisting black tanks were traveling!

The train hit a bad stretch. Sam stumbled, steadied himself. Looking back quickly, he imagined that Greene was watching his progress, maybe grinning at him. Suddenly, hanging on, trying to keep his balance, and for no good reason at all, Sam remembered Jimmy Lynn's mulligan and apple pie.

He sniffed warily. Not for imaginary stew, but to see if he could detect any odor of leaking oil. Engineer Ellison was leaping forward to greater speed. A sprinkling of pale stars crept across the sky. In the faint radiance, Sam imagined he saw the orders he'd been studying a little while back: wrinkled green tissues, the operator's careful writing.

Then it clicked! The dispatcher had ordered them to crawl into the long siding ahead, to let by a passenger coming against them. Ellison ought to be slowing for it now, Sam reflected. But Ellison wasn't. The engineer was still widening, notch by notch.

The conductor's lips tightened. So this was what the speed fiend was up to? He'd been making time all the way here. Now he figured he had just about enough time to risk racing the passenger train with his load of oil!

"We need lots of steam, so the skipper can enjoy a fast ride," Ellison had said. Well, this was it!

As they rolled up to the long siding there was no sign of slowing down.

There's only one move for a conductor to make in a case like this. And Sam made it. He turned back, sprinted across the tanker running boards to the caboose, and grabbed handrails with desperate fingers.

SNAPPY GREEN was there, watching him closely instead of protecting the rear. But Green wasn't grinning. The brakeman looked bewildered —Sam hadn't time to study the riddle right now.

"So you never pulled the air on a hoghead?" the brakie said. "Well, you're askin' for a fight, skipper, but I'm with you."

Sam's long hand shot out for the aircock, but just before he touched it he became aware that something else was taking place. The train was slowing down!

Sam and the brakeman stared at each other. Paralyzed, they waited for a back-up signal, thinking that Ellison may have seen his mistake and intended to pull into the siding.

But that wasn't it. Greene returned to life, grabbed a lantern and got ready to answer, but no signal of three blasts came at all. No *Whaaah! Whaaah! Whaaah!* split the night. And the tankers were still rolling, but in a way that made you figure something must be cockeyed.

The conductor was already out on

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Yes, proven at Indianapolis — proven in the same test laboratories used by Ford, General Motors and Chrysler . . . proven by the world's largest automobile fleet owners! An exciting new scientific "breakthrough" that means . . . no matter what kind of gas you use . . . no matter what kind of car you own you can now pile up 100 miles of driving a week, month after month and fill your gas-tank as little as once a month . . . pile up 100 miles of driving a day all 365 days of the year . . . and save up to 500 gallons of gas each year!

NOW! 30 DAYS OF DRIVING ON A SINGLE TANK OF GAS!

ven more startling, now save up to $16 a month, to 50 gallons of gas each month, thout changing a single part on your car!

aboratory reports . . . PLUS road tests conducted on Indianapolis proving unds reveal you may now get as much as 37 miles of driving from each gallon as . . . save up to 50 gallons of gas each month . . . save up to $200 on your each year!

months ago, for perhaps the first time istory, the United States Government ed patent protection to an invention has been classified ILLEGAL! Sound nge? Not really here's why:

sure you're familiar with the famous line-economy tests run by all the or oil companies. Well, do you know the remarkable new invention de- ed on this page is actually banned m these tests because it is TOO FECTIVE! Do you know that because invention saves so much gasoline . . . because it gives so much economy, actually ILLEGAL for a test-driver t one on his car! And do you know because it boosts gasoline mileage up 1 more miles per gallon . . . it has ally been OUTLAWED in every gnized cross-country economy run . . . ly because the officials who conduct e tests were forced to rule that it gives ars that have it AN UNFAIR AD- NTAGE!

ther words, if you are a person plan- on entering one of these cross-coun- economy runs . . . then this message is for you. YOU JUST WON'T BE LOWED TO USE THIS NEW IN- NTION—SORRY, BUT IT'S SIMPLY EGAL. BUT — if you are a person is not interested in setting any rec- . . . who is only interested in getting e miles per gallon than you ever med possible — and doing it the very e way that many of America's leading orations are doing at this very mo- t — then what you are about to read erhaps the most thrilling and exciting s in automotive history.

TEST DRIVERS REPORT UP TO 1 MORE MILES PER GALLON —

name of this great new invention is G. T. ENERGY CHAMBER . . . and e is no ketter way to describe to you increased performance and economy ill give you . . . than to tell you of the mbshell effect" it had on research sci- sts and test-drivers, who simply refused elieve their own gasoline gauges when first tried it out. Look:

. CUTS GASOLINE COSTS TO AS LITTLE AS 1¢ A MILE

When the G.T. ENERGY CHAMBER first tested by the same research labo- ries used by Ford, General Motors Chrysler . . . results were so over- lming, (a staggering increase of up to 68 per cent) . . . it actually lowered gaso- line costs to as little as **ONE CENT A MILE.**

2. When tests were made by the world's leading auto rental system with this incred- ible money saving invention . . . and then test-run on the road and on such world fa- mous proving grounds as the Indianapolis Speedway . . . the test-drivers of these vehicles were absolutely amazed to see big **8 cylinder sedans get better gas-mileage than small European economy cars!**

3. When large fleet owners and some of the nation's largest taxi fleets tested this great new invention to determine just how much gas it would save them . . . the re- sults were so dramatic that within 30 days they reported savings of not hundreds . . . but thousands of gallons of gas the very first month alone!

UP TO 500 MILES OF DRIVING FROM A SINGLE TANK OF GAS

Yes, from test after test . . . road tests, laboratory tests, tests by some of the world's most famous drivers . . . come re- ports of cars that drive for hundreds and hundreds of miles ON A SINGLE TANK OF GAS! Reports of test cars from Ford, General Motors, Chrysler that get more miles per gallon today than when they were brand new! Reports of big, luxury sedans that weigh 2½ times more than small European cars . . . yet get better mileage, better performance and huge dollar savings thanks to this new miracle invention.

IF IT WORKS SUCH MILEAGE-MIRACLES, HOW COME THE CAR MANUFACTURERS HAVEN'T INSTALLED THIS TYPE UNIT IN THEIR CARS? — THE ANSWER IS THAT TWO ALREADY HAVE!

By now you are probably wondering just what is the G. T. ENERGY CHAMBER . . . and how does it work? Well, to make a long story short . . . if you were to look under the hood of one of those $20,000 European luxury cars like the Maseratti or the Aston-Marton, you would see sit- ting in those engines . . . a special gasoline unit . . . especially designed to extract more blazing power, more energy from each gallon of gasoline. This remarkable booster-unit is what gives these cars such magnificent performance . . . such TOTAL POWER . . . such increased engine effi- ciency.

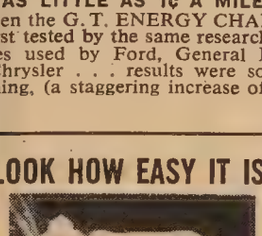
And this is precisely what the G. T. ENERGY CHAMBER is designed to do — enable your engine to extract more piston-driving power, more raw, blazing energy and more gasoline economy . . .

BEST PROOF OF ALL!

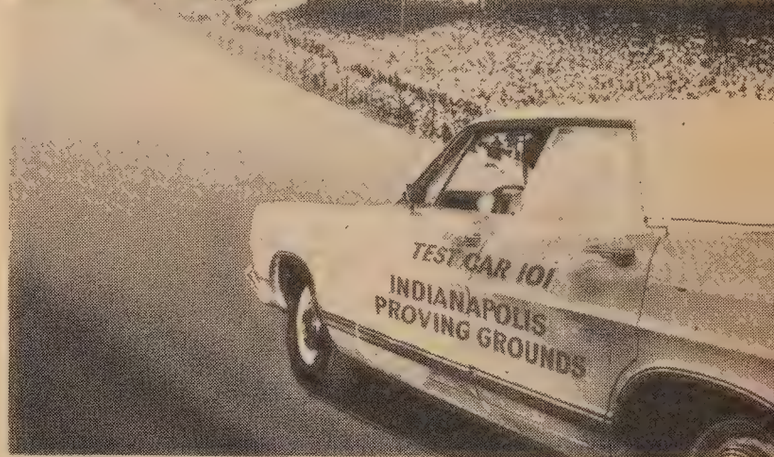
World's Leading Rent-A-Car Company Road-Tests Amazing New Invention For 3 Solid Months . . . Then Orders Fleet Of Cars IMMEDIATELY EQUIPPED! they report "Savings of up to 54 gallons a month per car"

Yes, from one of the nation's largest automobile fleet owners comes the most dramatic proof of all . . . A company that spends more money on gasoline in one weekend than the average person spends in a lifetime . . . they tested this incredible new invention and here is what they found. BOOSTED GASOLINE MILEAGE A WHOPPING 32% ON ALL CARS TESTED. Wouldn't you like to save up to $200 a year on your car? For full details read the rest of this page.

LOOK HOW EASY IT IS!



you do is simply attach the G. T. ERGY CHAMBER on your fuel line. nce it is a precision instrument, with special model for each make car, there e no special adjustments for you to ike. They've already been made for u at the factory. You simply screw it to place . . . and that's all. In fact, s so easy you need not know a single ng about an engine to install it — d easy picture directions accompany ch unit. Total installation time: 3 to 5 nutes. Total savings on gas: up to 00 a year!



HERE IT IS — IN ACTION — The miracle G. T. ENERGY CHAMBER, caught by the eye of ult high-speed cameras at one of the world's most famous proving grounds. Yes, here on the b viewing console you see dramatic picture-proof of tests conducted by leading automoti authorities at the Indianapolis Speedway . . . tests that PROVE you can now actually tal ordinary gasoline . . . feed it into your engine in a new and different way . . . trigger it in piston-driving energy . . . and unleash a blazing source of power for your car. For fu documented proof of just how this amazing new discovery can save you up to $200 in gasoli bills in the next 12 months . . . read the rest of this page. (Tests performed by offici Indianapolis test driver.)

ONLY, instead of costing $100 to $150 (like the European booster-units) . . . the G. T. ENERGY CHAMBER costs but a mere fraction.

That's because after years of intensive research automotive experts have finally found a way to simplify these booster units . . . reduce the number of parts in each unit . . . mass produce them . . . slash costs to a mere fraction . . . and make them available at a price so low it's almost too ridiculous to mention. Why do you realize what this means to you if you are a person who is determined to save yourself up to $16 a month on your gas bills . . . up to 50 gallons of gas each month . . . yes, up to $200 a year on wasted gasoline.

INSTALLS IN MINUTES — PAYS FOR ITSELF IN AS LITTLE AS 15 DAYS!

It means that no matter what kind of car you now have . . . no matter how old that car may be . . . no matter what condition it is in . . . no matter how many miles you pile on each month . . . here at last is the automotive discovery you've long dreamed about . . . and has now come true.

Because, from this day on you too can now save up to 500 gallons of gas each and every year. NOW you too can drive for weeks and weeks on end without ever stopping at a service station. Now you too can drive across 6 states of the union on just a single tank of gas, blaze a trail from New York to Chicago on just 2 or 3 tankfuls. In other words, perform mileag miracles that only yesterday you though were impossible.

So if you too want to achieve the sam wondrous results as America's larges automotive fleet owners, by Indianapoli test-drivers, and by research scientists a the very same testing laboratories used b Ford, Chrysler and General Motors, the take advantage of this special Free-Tria introductory offer. Remember, all you ris is the few minutes it takes to fill out th special reservation coupon below, and yo have a lifetime of driving convenience an economy to gain.

THIS OFFER EXPIRES IN 15 DAYS — YOU MUST ACT NOW!

Now the price of the G. T. ENERGY CHAMBER on this special introductory offer is not the 15 or 20 dollars you migh expect . . . but only $5.95. Why, you'l save up to 10 times that amount in gaso line savings in no time at all . . . not t mention the hundreds of gallons of gaso line and hundreds of dollars in mone you save year after year.

However, due to the enormous demands of trucking companies, car-rental com panies, taxicab fleets and other large users, only a limited number of G. T ENERGY CHAMBERS can possibly be allocated each month for consumer orders Therefore, all orders must be filled on a first-come, first-served basis. So to take advantage of this limited introductory offer . . . mail the no-risk coupon today

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Please rush me the sensational **G. T. Energy Chamber** immediately! I understand the price is $5.95 for which I enclose cash, check or money order. It is under- stood that I may return the unit anytime for full purchase price refund if I am not fully satisfied.

Make of Car _____ Year _____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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( ) C.O.D. orders enclose $1.00 deposit. Same money back guarantee.

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NAME_____ AGE_____
ADDRESS_____
CITY_____ STATE_____ ZIP_____
A home-study program in association with Cleveland Engineering Inst.

the tops again, making straight for the engine cab. His first impulse had to do with the three tankers he'd been worrying about ever since they left Darlton; but when he crossed over those cars they seemed to be rolling all right. He kept going until he stumbled into the cab, into a scene he'd never forget.

There sat the grim-faced head brakeman, George Kassel, his eyes wide with fear. Fireman John Bailey, he of the herculean frame, was occupying the engineer's seat and gradually bringing the train under control. These two men were revealed to conductor Tinsley in his first split-second glance.

The engineer, Dick Ellison? Oh, my Lord! There he was, slumped back on the left-hand side, his eyes glazed, and blood slowly oozing from what appeared to be a bullet wound in the right shoulder.

Sam turned to Kassel. "What in hell's the matter?" he inquired sharply. "Tend to that man, will you! What happened, anyhow?"

The head brakeman spoke in jerks, coming out of a daze. "Somebody—shot—him. Bullet almost hit me."

"Who shot him?" Sam asked.

Kassel got himself under control. "I don't know," he said. "Somebody out there in the night. Maybe a stray shot from a hunter."

John Bailey was in no mood to rib anybody. "Guess we'll back up into that siding," he announced. "We can't beat the passenger train now."

With daredevil engineer Ellison out of the picture, Bailey seemed to have lost his nerve. Or had been frightened at his own narrow escape.

THE MEMORY of superintendent Walsh's words swam into his ken. Walsh had said: "The railroads today are facing a bigger test than how to spray hogs."

The head brakeman's whine cut into his recollections with: "Let's back her up, skipper."

But another voice, a voice from the past, drowned out the brakeman. In the consciousness of Sam Tinsley, the rain was spattering an old crummy window, while another conductor, Jimmy Lynn, was doing the talking. Lynn was saying: "Got to use your brain to decide what matters and what doesn't."

As George Kassel repeated, "Let's back her up," the lean and gaunt young conductor drawled:

"Back her up—why?"

"Orders," said the brakeman.

"This time," Sam responded firmly, we make our own orders. I'm the conductor. We're going to run for it."

"But—" spluttered Kassel.

"We can't jeopardize this oil shipment." Sam turned to Bailey. "Can you run her?"

"Sure," said the fireman.

"Okay! Get going!"

The mechanical stoker broke down shortly after they had started rolling, but Sam scooped in the coal himself and kept 'em racing. His sagging shoulders rose and fell in rhythmic motion.

"This isn't exactly in my contract," he grinned, "but I'll try."

They made it. With a picked crew, they just had to. Not only did the breathtaking ride knock some guts into Bailey, it also took away Sam's reputation for ultra-caution and some of Dick Ellison's ballast-scorching glory.

As the wounded engineer was lifted gingerly out of his cab, there was a sheepish look on his face and he said to the man he had once nicknamed "Cautious":

"When I come back to railroad it'll be according to the book."

FULL LENGTH MINI-MIRROR!
als! Fits in your purse, amazing irror is small in size only. Don't iss a thing from top to toe, od grooming anytime, anyhere. Just 4" high, tucks away to purse or pocket. Easel back stand on dresser. Great Gift!
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Quickly, easily inflates air mattresses, seat cushions, rubber boats, beach balls, tires. Light, compact, plastic pump ideal for sportsmen, campers. Use as bellows to get fire going! 3½" dia. pump, 15" hose.
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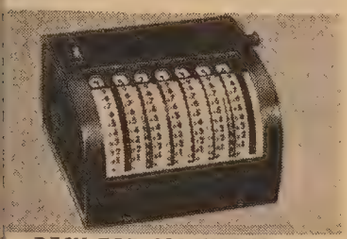

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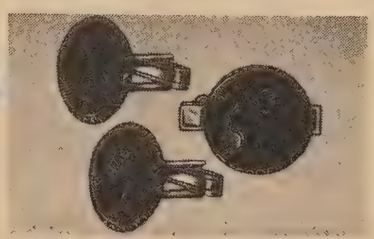

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American Indian Indian Head pennies fashioned into unusual jewelry. Rare, expertly cleaned & polished, each MUST be at least 50 YEARS old! Genuine collector's items, value grows with time.
3047-Penny Links $3.98
3048-Penny Tie Bar $2.98

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And saves time too! Simple as combing your hair, fewer trips to the barber shop. Safe, sure, neat way to trim necklines, sideburns, without mirror. LADIES: shaves legs, underarms. Standard 2-edge blades, no electric wires.
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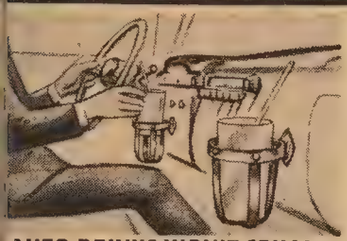

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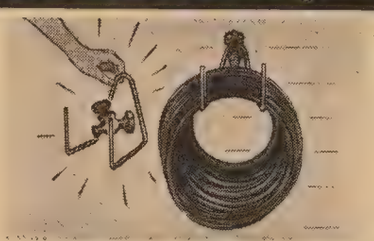

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Without disconnecting it—holder hangs on any faucet. No nails or screws. Standard size hose lifts off to move; ideal for winter storage in garage or cellar. All aluminum, nothing to rust, corrode. Capacity 200 feet.
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Own the biggest balloon on the block! About as high as the house. Inflates easily with gas or air to 12/18 ft. high. Exciting in backyard, playground, beach. Great for store openings, church bazaars, sporting events.
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REMOVE TREE STUMPS!
lo digging or chopping, just pour tump remover in center of tump, amazing new chemical aturates so stump can be easily moved or burned into ashes. No arm to vegetation, plant life, no rained back, stubbed toes.
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UNDER WATER FISHING VIEWER
See your fishing catch under water before you haul 'em in! Below surface viewer Aqua-Glasses make glare & reflection disappear like magic! Observe fish holes and weed banks where the really big ones lurk.
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BACKYARD GYM FOR SQUIRRELS
Watch your bushy-tailed friends frolic, walk tightropes, climb up rope, scamper in & out of buckets —all in your own backyard. Warning bells ring! Comes with 3 ropes, 3 buckets, 58 ft cord, 6 baffle plates, 15 pieces! Fun!
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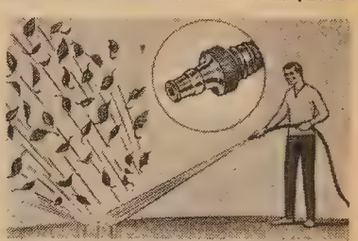

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INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***How do railroads combat the expansion on welded rail?***

Actually, due to modern rail-laying methods, there is practically no expansion or contraction problem on welded rail. While rails free to expand will change in length, experience has shown that fastening their ends securely restrains this tendency. When this is done, there is no other effect than the setting up of simple stresses within the rail itself. Thus, railroads prevent expansion by using a large number of rail anchors—in some stretches there are four rail anchors to each tie. Heavier ballast sections also are used. Finally, many railroads use a buffer rail which they bolt between sections of welded rail. This further compensates for any minimal amount of expansion. Despite all this, occasional failures of welds in service do occur. Generally, they are cut out and replaced by pieces of bolted rail.

2 ***Is it true that some railways used to run excursion trains for people who wanted to see murderers executed?***

Yes, indeed! Several such cases are recorded. For example, back in 1868, the Boston, Concord & Montreal (eventually absorbed by the Boston & Maine) ran an extra train from Laconia to Haverhill, N.H., for persons who wanted to view a hanging.

Oel C. Hardy, assistant division superintendent at Concord, N.H., has a bulletin issued at Plymouth, N.H., on May 4, 1868, which announced the train. Under the word "Notice," printed in heavy black type, the bulletin read: "By request of Persons who wish to attend the Execution of Mills, at Haverhill, on Wednesday next, an Extra Train will run as follows, for fare one way: Leave Laconia 6:00 a.m., Plymouth 7:20, Warren 8:20, arrive Haverhill 9:10. Returning, leave Haverhill for Laconia at 12 o'clock noon."

3 ***Can you supply any information and background on Israel's railways?***

Yes. The first construction began when a French company got a concession to build a narrow-gage line from Jaffa to Jerusalem. At that time Israel was called Palestine. In 1905, another narrow-gage line, the Hedjaz Railway, was built around the port city of Haifa with a gage of 1.05m (about 3'6"), which made it two inches wider than the Jerusalem line. Because of this discrepancy, the Jaffa to Jerusalem line was altered during the 1914-'18 war.

Two years later, it was decided to change everything to standard gage. So the work began again and continued through the 1920's and 1930's, this time with the help of British Army engineers. In 1948, the state of Israel took over the system and built new mileage, especially to the south. Diesels first appeared in Aug. '52. The most recent line was opened in March '70 between the Biblical city of Beer Sheva and Oron, to haul phosphates and chemical mining products. Today's Israeli locos are all diesel; the engines have a color scheme similar to the Burlington. Recently, an Israeli stamp was issued in honor of the opening of the

ALONG THE IRON PIKE **by Joe Easley**

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DANGER
PELIGRO
KEEP AWAY
NO PASE
SIGNS LIKE THESE ARE BEING INSTALLED ALONG 22 MILES OF BAY AREA RAPID TRANSIT TRACKS BETWEEN HAYWARD AND OAKLAND, CALIF.
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ILLINOIS CENTRAL
WHEN A HURRICANE LEVELED GULFPORT, MISS., AMERICAN RED CROSS RELIEF STAFF LIVED AND WORKED ABOARD A SPECIAL TRAIN SUPPLIED BY THE ILLINOIS CENTRAL.

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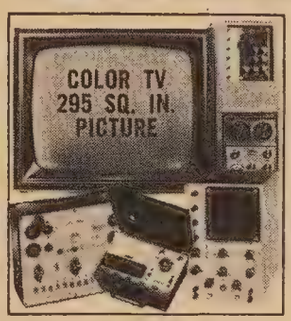

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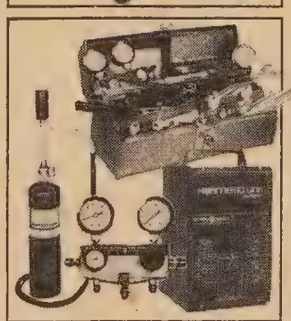

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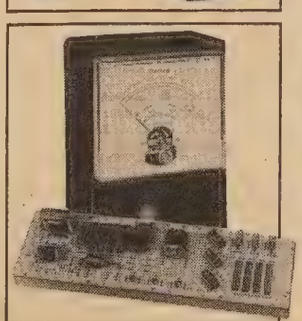

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On March 11, 1970, a stamp was issued to mark the completion of the Dimona-Oron line on Israel's national railway. Multi-colored stamp is orange, green, purple, yellow, light brown. (Enlarged.)
Photo by Hans Kohut

new line. This information comes from Hans Kohut, P.O. Box 1004, Givatayun, Israel. He also supplied the two illustrations shown here.

4 What can you tell me about "Death Avenue"?

Plenty. The name was applied to New York City's 11th Avenue, and referred to the many deaths caused by freight trains rumbling through the populated streets.

It started in 1846 with a franchise which permitted building a track from Spuyten Duyvil (Manhattan's northern tip) southward to Canal Street. This was on the Hudson River Railroad (later New York Central's Hudson River Division). When a brightly-painted passenger train called *Dolly Varden* ran from Spuyten Duyvil to 10th Avenue and 32nd Street Station, it was jeered and pelted with stones by the local toughs.

In the 1850's the area was littered with garbage; slaughter-houses abounded, and ox-blood oozed into the streets. Murderers killed people for a $10 fee; thieves often broke into boxcars and helped themselves and if a railroad guard protested he was beaten. Even women had gangs—one was led by the formidable "Battle Annie."

During the Civil War draft riots, mobs paralyzed the railroad by tearing up track and making bonfires out of the ties. No wonder the neighborhood earned the nickname of "Hell's Kitchen."

In the 1870's, factories and tenements were built. The population soared; but with no traffic control, children playing in the streets were often crushed under the wheels of passing trains. Many adults, too, were killed as they slipped on the roadbed while rushing to catch the Weehawken ferry to New Jersey.

To combat the situation, the New York Central hired a patrol mounted on horse back who carried a red flag. This helped, but fatalities continued.

Finally, the public and newspapers put pressure on politicians and the railroad to end "Death Avenue." The Central agreed to give up its rights-of-way in exchange for sizeable property grants.

In 1930, Mayor Jimmy Walker and NYC president Pat Crowley pulled up a spike on 11th Avenue to celebrate the end of freight trains heading down the avenue. Soon after, construction of viaducts and elevated sections began to replace the street track. The last train on the avenue was run on March 29, 1941, led by loco No. 529 and in front of that, the horseman with a red flag.

5 Where does the power come for lighting headlights on steam locos?

From a turbo-generator usually mounted close to the cab on the top part of the boiler. This supplies electric current to power the headlight. It, in turn, is operated by steam coming from the boiler.

Israeli locos, painted red, silver and black, have color and marking schemes very similar to Burlington engines. Below, is a U.S.-built GM-EMD, class G-12.

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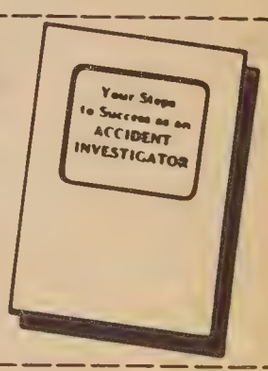

6 ***Has anyone pinpointed the cause of the Laurel, Miss., wreck last year?***

Yes. The National Safety Transportation Board claims that a defective wheel which was "excessively rough" was responsible for the wreck of Jan. 25, 1969. Armco Steel Corp., which made the wheel in 1962, was strongly criticized by the board, as were the ICC and Dept. of Transportation. Armco defended itself vigorously, but if the wheels were made today, they would not meet A.A.R. minimum standards.

The accident, one of the most destructive in recent memory, occurred in the middle of the night as a 140-car Southern Ry. train passed through Laurel. 15 tank cars carrying liquid propane gas derailed and burst into flames. The resultant explosions were so powerful that the heavy, burning tank cars rocketed through the air over distances of several blocks, causing horrible destruction. Altogether, two persons were killed and 33 hospitalized; 54 homes were demolished, and 1,350 others damaged.

7 ***Does the Penn Central still use E7 units? If so, where?***

E7's are definitely in use on the PC. In fact, out of Harmonn, N.Y., they are the only engines employed. E7's are also used from Perth Amboy to Bay Head Junction, N.J. This is on the New York & Long Branch Railroad.

Running Extra

Correction in our May issue comes from Loren H. Johnson, Box 182, Cleveland, Minn. 56017, who says that the F-7A's pictured on page 16 are actually F-3 units rebuilt to an F-7 rating, but retaining the F-3 car body.

Loren also answers the May query concerning staggered wheel spacing in six wheel diesel trucks: "Staggered spacing generally signifies traction motors on all three axles. This is to allow for easier access to the center traction motor for servicing. Equal spacing indicates that the center axle is merely an idler for weight distribution. There are exceptions such as EMD three motor Flexicoil trucks."

Railroad man W. R. Pyke, 132 Leslie St., Toronto 255, Ont., Canada, adds: "Being a little larger than the man who designed trucks with limited clearance between traction motors, I find it a tight squeeze getting on top of the center motor to check brushes at 12 and 3 o'clock positions. New engines allow plenty of room and seem to have been designed towards easier maintenance."

Info. on Union Traction line between Marion and Alexandria, Ind., is sought by Ward Patterson, Box 235, Torrance, Calif. 90507. He needs measurements, description, etc., on the high bridge or trestle near the Soldiers' Home on the old Turnpike southeast of Marion. He says he'll answer all mail with a small gift.

I was told that a few years ago some group in Pennsylvania was selling a map of all abandoned Pa. railroad lines. How can I get a copy?—W. J. Nielsen, 343 Eaton Rd., Rochester, N.Y. 14617.

A reader connected with the Joplin historical museum is looking for data on the former MoPac branch line from Joplin to Granby, Mo., especially when it started operating, when it terminated, types of locos used, and names of crew members.—Kit C. Vickrey, 531 Schifferdecker Ave., Joplin, Mo. 64801.

Which eastern roads had a No. 268 steam locomotive built after 1921?—Calvin R. Bulman, 45 Garden Pkwy., Henrietta, N.Y. 14467.

Facts about Northern Central Railroad's (later PRR) McClellan Coal Storage yard are sought by L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. Built in 1900 as the world's largest coal storage facility, it was located between Halifax and Millersburg, Pa., on the Sunbury Division and lasted until 1930. Lee wants to know why it was built and why it was abandoned.

Chairman of the History Dept. in the University of Albuquerque, Professor Warren F. Lee is interested in the Wilkes-Barre & Eastern. He wants construction dates, mileage, number of freight and passenger equipment owned, abandonments, etc. The University is located at St. Joseph Place, N.W., Albuquerque, N.M. 87120. (Road was chartered March 5, 1892; mainline was opened Dec. 1, 1893.)

Years ago, in vaudeville shows, I heard actors doing a song in poem form which used the names of many railroads with trains from different roads trying to make connections with each other. The last line goes: "Trying to make connections with a trolley car." Can anyone identify the song?—Frank Schille, 9882 Eastdell, St. Louis, Mo. 63136.

Is there any place in the U.S. where two railroads have junction crossings in a mountain tunnel, for example, north-south track crossing east-west track inside the mountain?—John Mosher, 1728 Mayfair, Emporia, Kan. 66801. ●

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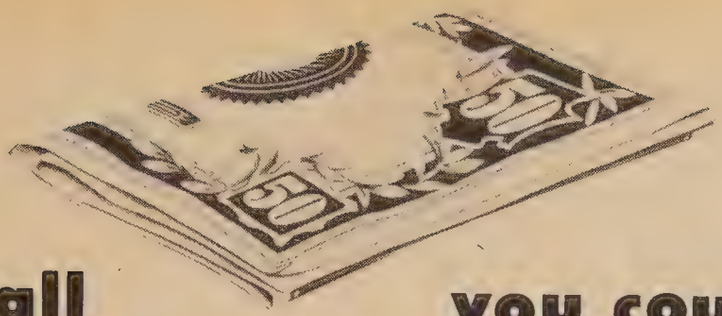

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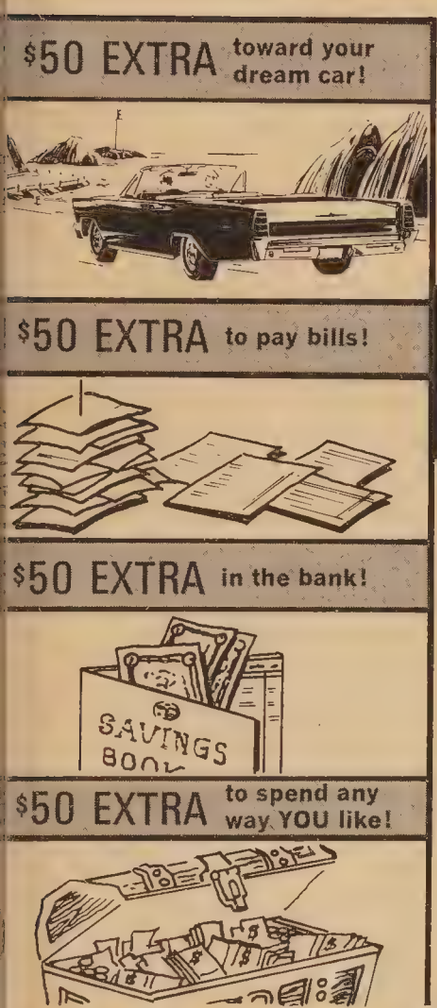

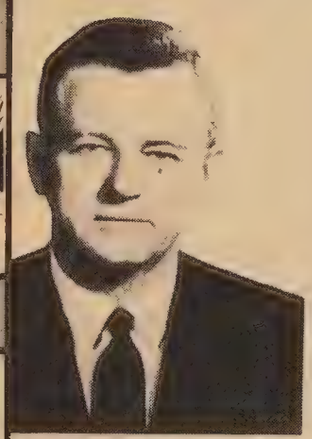

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Additional Roster Notes

Further data for our rosters of Rhode Island shortlines (April) and South Carolina Shortlines (May) comes from Geo. R. Silcott. Rhode Island note 1 should read: MV 9 was originally Copper Weld Steel 2, then Manufacturers Equipment Co. 2, then Geo. R. Silcott 2, then MV 9. Note 4 should read: NP 35 was Radio Corp. of American 4, then A.O. Juff Jr. 4, then Silcott 4, then NP 35.

South Carolina note 21 should read: H&B 42 sold to the Alexander, renumbered 3 (8/61). H&B 43 sold to Silcott and Michael Schiavone & Sons, then to New Haven Trap Rock Co. Note 33 should read: R&R 1 was originally Delaware, Lackawanna & Western 429, then Erie Lackawanna 351, then Silcott 351, then R&R 1. ●

Coming Events

May 23: 4501 Homecoming; Southern Ry. and Tennessee Valley RR Museum operates train, incl. open cars, diner, baggage car, Chattanooga to Birmingham; lv. 8:30 a.m. return 6:30 p.m. Adults $9.50, kids $5.50. Write TVRM, Box 44, Chattanooga, Tenn. 37401.

May 30: Trip with UP 4-8-4 No. 8444, Denver to Laramie via little-used, frt.-only Dent branch; buffet lunch, obs.-lounge; lv. 7:30 a.m., return 7 p.m. Fare, $27 (incl. lunch). Contact Rocky Mountain RR. Club, Box 2391, Denver, Colo. 80201.

May 30-31: "Steam Over the Poconos"; NKP Berkshire 759, Hoboken to Binghamton, N.Y., via Port Jervis on Erie Lackawanna; lv. Hoboken 8:30 a.m. Sat., return next day 5 p.m. Fare, $38. incl. hotel or motel. Contact High Iron Co., Box 200, Lebanon, N.J. 08833.

June 6, 27; July 11, 26: Clinchfield 4-6-0 No. 1, said to be oldest U.S. loco in service, Erwin to Elkhorn Yard, Ky., and return; route features 30 tunnels, crosses canyon. Write John Lukianoff, Transportation Asst., Clinchfield RR. Co., Erwin, Tenn.

June 7: Bus excursion, Washington, D.C., to East Broad Top RR., Shade Gap Electric Ry., Everett RR. Adults $12.50, kids $8. Write Dixon Lines, Box 1691, Rockville, Md. 20850.

June 20: Railroad Enthusiasts (N.Y. Div.) in cooperation with Penn Central and Reading Co., operates special, Penn Station, N.Y. City, to Hershey, Pa.; 4-hour layover at Hershey. Details from RR. Enthusiasts, N.Y. Div. Trip Committee, 431 Broadway, Long Branch, N.J. 07740.

July 18, Aug. 8, 30: Erwin, Tenn., to Marion, N.C., and return on Clinchfield No. 1.

July 4, 5, 6: Each day Clinchfield No. 1 will go from Spartanburg, S.C., to Spruce Pine, N.C., and back. Contact John Lukianoff (address above).

July 31; Aug. 1, 2: Third annual convention, Nat. Assn. of Timetable Collectors, in Kansas City. Details from Ralph Cooper, 4229 Greenwood Place, Kansas City, Mo. 64111.

Sept. 3, 4, 5, 6: NRHS annual convention in Charleston features 5 operating steam locos, banquets, seminars, speeches by railroad men, etc. Write NRHS Convention Committee, Box 3572, Charleston, S.C. 29407. ●

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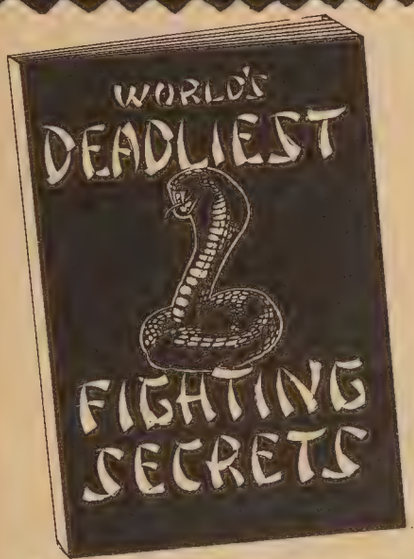

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The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells steam, diesel, elec. negs.; no list.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells pix of stations, steam and diesel locos and cars, LV, RDG, CNJ, SCL, FEC. (SSE)

TERRY ARBOGAST, 425 E. Park Ave., Fairmont, W. Va. 26554, buys steam pix, negs., slides B&O, Monogahela Ry. Sells pix Baldwin diesels. (SSE)

FRED ASHBAUGH, Box 22575, St. Louis, Mo. 63147, sells dupl, slides; buys orig. slides. List, sample 35c.

BRUCE BEARDSLEY, 179 Genesee Park Blvd., Rochester, N.Y. 14619, sells wall-size pix, back issues of Railroad Magazines, Trains, Ry. Age, Ry. Progress, Mdl. RRer. (SSE)

G. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35 mm railcamera fans near Muncie and New Carlisle, Ind.; Baxley, Ga.

V.J. BOWEN, 1041 Pierce Dr., Clovis, Calif. 93612, sells emp. tts., annual passes, back issues Railroad Magazine, Trains. (SSE)

SETH BRAMSON, 8035 Cecil St., Maimi Beach, Fla. 33141, buys, trades for anything FEC, any RPO cancellations, Fla. trolleyana, dater dies, dining-car items.

CAL BULMAN, 45 Garden Pkwy., Henrietta, N.Y. 14467, buys steam pix D&H 827, B&A 268, B&M. Sells or trades NYC lanterns. Buys switch keys.

RAY CANZONE, 5258 Longton Rd., Lyndhurst, Ohio 44124, will buy Trains Photo Album 19, "Circus Trains."

JERRY CARSON, 11945 Gay Glen Dr., Maryland Heights, Md. 63043, buys, trades slides of steam, diesel; buys steam negs.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys or trades orig. Alco, Baldwin, Lima bldrs. pix, catalogs.

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, will buy 1948-'55 Railroad Magazine; write first.

L.P. CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, buys Middle Atlantic States trolley pix. (SSE)

JEFF DAMEST, 236 E. Allegheny, Emporium, Pa. 15834, sells pix and dupl. slides PC around Emporium and Keating Summit. Trades for PC loco pix on other divs.

F.W. DE SAUTELLE, 125 7th Ave., Baraboo, Wis. 53913, sells 5x7, 8x10 British steam loco pix.

ROY DENNO, 47 Chapman St., Dracut, Mass. 01826, trades rr. and trolley cap badges, uniform buttons.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells sizes 3½x5 to 11x14 steam pix CN, CP; list 20¢. Buys, sells CN, CP, TH&B steam negs.

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, buys negs. P&LE diesels, cabooses with PC herald, B&O, C&O diesels, ex-NH diesels, cabooses re-lettered PC.

AL DYER, Box 405, Bayfield, Colo. 81122, sells rail and shipping papers 1860 to '90. (SSE)

JIM EHERNBERGER, Box 265, Cheyenne, Wyo. 82001, buys any size pix rail snow scenes with plows, spreaders, etc. Buys tts., emp. tts. Wyo. roads.

BOB EMERICK, 200 South Terrace, Boonton, N.J. 07005, will sell set of 3 DL&W steam pix or trade for sw. keys of LV, RUT, NYO&W, NYC&SL, B&M, D&H.

ART EVANS, 4017 N. Cleveland, Kansas City, Mo. 64117, sells brass pix of KC Union Station mounted on plaques sawed from orig. benches.

NOEL FLAGG, Box 626, Clinton, Ont., Canada, buys steam loco whistles.

BOB GERSTLEY, 153 Pleasant St., South Weymouth, Mass. 02190, will sell Hilton's "Great Lakes Car Ferries," mint cond.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked dining-car silverware. (SSE)

FRED GRADY, Broken Bow, Neb. 68822, will buy 1949 and '62 UP tt., early '67 NYC tt.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will buy or trade for 1868, 1916 Poor's Manuals.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, buys pix, info. CMSP&P 4-8-4 265.

WES HAMMOND, 41654 Meiggs St., Fremont, Calif. 94538, sells 35mm color slides CZ on WP, Calif. shortline locos, cabooses. (SSE)

R.L. HARVEY, 3820 Skyland Dr., Kingsport, Tenn. 37664, will sell one copy ea. of 2 books: "Rails Around Gold Hill," Beebe's "Age of Steam," both good cond.

DAN HEDMAN, 707 Tennessee, Lawrence, Kan. 66044, sells color slides CN, CP, C&GT, S&L, AV, BAR, D&H, C&O, CB&Q, etc.; list free.

AL HERSKOVITS, Box 32, Lenox Hill Station, New York, N.Y. 10021, buys scratch pads, envelopes with rr. heralds; also will trade recent PC, D&H public tts. for other roads.

KIRK HISE, 510 West St., Genoa, Ohio 43430, sells emp. tts., steam, traction train orders. (SSE)

GERRY HOELTZEL, 1013 Gordon St., Midland, Mich. 48640, sells rr. lanterns, sw. keys, emp. tts., mags. Buys Mich. rr. markers. (SSE)

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell one copy ea. of "This Fascinating Railroad Business," Henry, 520 pages, illust. (1942), $3; "The Lackawanna Story," Casey & Douglas, 223 pages, illust., (1951), $3; 'The Gulf, Mobile & Ohio,' Lemly, 347 pages, illust., color frontispiece (1953), $3; all in good condition, all postpaid.

CLIFTON HULL, 203 E. 16th St., North Little Rock, Ark. 72114, will sell "Engrs. Agreements for '92" "Proceedings of Amer. Ry. Master Mechanics Assn., 1904," "Locomotive up to Date, 1900." (SSE)

MIKE HUNTER, 1417 Stehr St., Bethlehem, Pa. 18018, buys tts., Pullman items.

J.L. JEFFERY, 1216 Garth Dr., Bent, Ohio 44240, trades color slides of his area for those of CP, Clinchfield, and southern shortlines.

BOB JOHNSON, Rte. 1, Box 265A, Rossville, Ga. 30741, sells or trades rr. bks., papers, bldrs. plates, other railroadiana. (SSE)

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys NJ&NY pix, info., tts., etc.

JOHN KEAVY, Box 214, Fall River, Mass. 02724, sells steam, diesel, elec., trolley color postcards. List, sample 10¢.

LARRY KELLER, 2741 Thornbridge Rd., York, Pa. 17404, buys Pennsy and PC emp. tts.

GLEN KIDDER, RD 1, Acton, Mass. 01720, sells old issues of Railroad Magazine, Trains; one copy of Laut's "Romance of Rails" ('29); Grand Jct. RR & Depot stock certifs. (1853).

LARRY KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells NY metro. area track maps, tts.; Off. Guides of late '60's. (SSE)

MARY KNOFF, 120 Yuba Court, San Bruno, Calif. 94066, sells marker lamps, sw. lamps, hand lanterns, parts. Free catalog.

MIKE KOCH, 41 Old Army Rd., Scarsdale, N.Y. 10583, buys pre-1930 logging loco pix, early lumbermen's mags.

NORM KOHL, 51 Locust Ave., Glen Head, N.Y. 11545, buys pix of rr. stations, esp. eastern and abandoned roads.

TOM KOPRIVA, 5860 E. River Rd., Minneapolis, Minn. 55421, will buy back issues Trains, 1940-'43. Write first.

JIM LAESSLE, 736 Stonehouse Rd., Moorestown, N.J. 08057, will trade 1938, '41 editions Loco Cyclopedia for '25, '44 editions, good cond.

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells orig. size 616 steam negs. U.S., Canadian shortlines, indus. lines. List 10¢.

WARREN LEE, 1016 Vista Grande N.W., Albuquerque, N.M., buys Wilkes-Barre & E. items.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, swaps trolley transfers. Trades elec. tkts., transfers from '30's for tts.

ED LEWIS, Arcade & Attica RR., Arcade, N.Y. 14009, will buy pix NY shortlines suitable for publication.

WALT LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, buys ACL, SAL annual reports.

J.R. MCFARLANE, 241 Ocean House Rd., Cape Elizabeth, Maine 04107, sells R&LHS Bulls.; Poor's and Moody's manuals. (SSE)

FRANK MELLUISH, 200 Walnut Lane, Branson, Mo. 65616, buys or trades for brass wax rr. or express sealers.

AL MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, will buy pix Duluth Aerial Bridge, Chicago rr. bascule bridges, CMSP&P bi-polar elecs.

TIM MITIN, 1019 W. Allen St., Midland, Mich. 48640, buys pix and info. on OPS, TPC & Lakeside.

WM. MORGAN, 1449 Linhart Ave., Fort Meyers, Fla. 33901, buys 3½x5 pix ACL, SAL, FEC steam; SAL diesels 2700-2702, 4500-4513.

DICK MORHARD, 14 Rogers Lane, Smithtown, N.Y. 11787, sells orig. 35mm slides and negs., color or b&w pix; bks., mags., other railroadiana. (SSE)

LEO MOUNTAIN, Box 235, Torrance, Calif. 90507, trades rr. books for tkts., tts., rulebks., manuals, pix, other railroadiana.

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa. 17948, buys rulebks., sw. keys, locks, tts., train orders. Trades Indian relics for railroadiana.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys pix, slides, negs. BTC equip.

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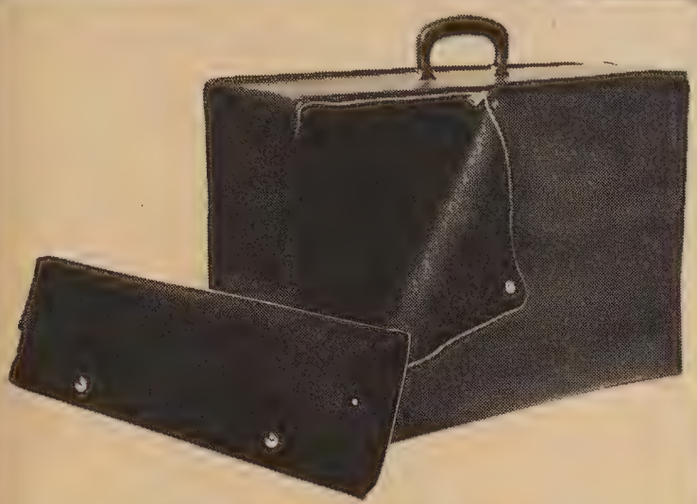

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A. MUTHARD, Rte. 1, Macungie, Pa. 18062, will buy 7/66, 8/58, 4/58, 3/53, 4/35, 3/33, 11/46 issues of Railroad Magazine. Write first. (SSE)

JON NELSON, 9911 W. Broadview Dr., Miami Beach, Fla. 33154, buys anything FEC. Buys or trades RPO cancellations.

DAVE NESTLE, Ray Rd., Greenwich, N.Y. 12834, sells much railroadiana. List 25c, refundable.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will sell or trade old PRR telegraph set.

DON OSIER III, R.R. 1 Box 316, Casco, Maine 04015, trades northern New England railroadiana.

BOB PAINE, Box 201, South Wellfleet, Mass. 02663, will sell compressed-air Baldwin 0-4-0 compound, 3 30"-gage bogies, 20-lb. rail, etc.

JOHN PARKER, Box 519, Springfield, Vt. 05156, sells reprints of 9/27/91 Bennington & Rutland emp. tt.

JOHN PARKER, 1439 Alpine Dr., Aiken, S.C. 29801, sells pix. RR list 25¢. Shortline, indus. list 20¢. Trolley list 20¢.

C.G. PARSONS, Rte. A2, Box 124D, Dunnellon, Fla. 32630, sells 35mm Kodachrome dupl. slides of steam, diesels, trolleys; sample 30¢.

HOWARD PINCUS, 5 Eldredge Place, Rye, N.Y. 10580, will buy or trade for any Erie photos or negs., 1930-59.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys steam and trolley tts., cap badges, anything marked CNS&M.

JERRY PURDY, 801 Ballantyne Rd., Syracuse, N.Y. 13207, buys NYC condr., brakeman's hats, coats, vests.

AL REMERLY, R.D. 3, Bethlehem, Pa. 18015, sells size 616 trolley negs.

CALIN REPPERT, 802 Las Vegas Dr., Temple, Pa. 19560, will buy any size pix L&HR locos 10 or 24.

TONY REZNAK, Jr., Box 755, Wilkes-Barre, Pa. 18703, sells chromeplated 1928 D&H tie-date nails.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys switch, marker, classification, hand lanterns; also globes, bells, hdlts.; whistles, locks, keys.

BRUCE ROBERTS, 120 King Rd., Elma, N.Y. 14059, trades sw. keys, emp. tts., rulebks.

JEFF SANDERS, 729 Windsor Ave. S.W., Roanoke, Va .24015, will buy 6/55, 8/56, 10/56, 2/57, 8/59, 10/63 Railroad Magazine; 8/56 Trains; other back issues with VGN articles or Bedwell fiction. Write first.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells color slides U.S., Canadian diesels. List, sample 25¢.

PAUL SCHUETT, 14472 Davis Rd., Lodi, Calif. 95240, sells emp. tts., tts., rulebks., etc. List 12¢, SSE.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells slides of Alco PA's. (SSE) (Ed. note: Jim made our April cover.)

AL SHER, 137-37 234th St., Laurelton, N.Y. 11422, buys rr. stamps and first-day covers.

ALAN SHERRY, 5440 Netherland Ave., Riverdale, N.Y. 10471, sells or trades rr. jewelry, negs., slides. Buys drumhead signs, lanterns, slides, negs., steam, Alco PA.'s, psgr. trs. (SSE)

S. SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, sells color slides of trolley museums, n.g. steam in Pa. Sample. 20c.

L.G. SIMPSON, 26 Valleyview Dr., Dayton, Ohio 45405, sells steam and diesel hardware. (SSE)

BOB SMITH, 134 Columbus St., Kent, Ohio 44240, buys color slides, negs., pix streamlined team locos esp. B&O, C&O, GTW, N&W, NYC, NH, Pennsy, SP.

BOB SMITH, 712 S. 8th St., Coshocton, Ohio 43812, buys rr. pix, negs., or slides taken near Coshocton or Zanesville.

BRUCE SMITH, Box 98, Alta Loma, Calif. 91701, buys pix PE Arrowhead water-bottle cars. Will sell one copy ea. of CERA Bulls. 106-107.

HAROLD SMITH, 61-17 68th Ave., Brooklyn, N.Y. 11227, sell on approval 2¼x2¼ negs. SEPTA, NYCTA, PC.

JOE SMITH, 304 Picker Ave., Wood River, Ill. 62095, sells steam and diesel loco color slides. List, sample 25c.

W. SMITH, R.D. 1, Wilcox Hill Rd., Conklin, N.Y., sells emp. tts., rulebks., other railroadiana; list 25¢.

BURRELL SPIETH, 509 E. 7th St., Centralia, Ill. 62801, sells diesel bldrs. plates, trust plates. Trades or sells train orders. (SSE)

JOHN STADELMANN, 88-16 213th St., Queens Village, N.Y. 11427, buys rr. emp. tts. from N.Y., Pa., and N.J. areas.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells NYC and PRR glasses with rr. emblems.

DICK THOMPSON, 417 E. Byrd Blvd., Universal City, Texas 78148, buys sw. keys rr. stocks, bonds, emp. tts., rulebks., rr. dining-car silverware.

BOB TREGING, 7428 Rockwood Dr., St. Louis, Mo. 63123, buys IT elec. slides, pix, esp. Valley Div.

DON WIRTH, 7750 Rannells Ave., Maplewood, Mo. 63143, will sell or trade Trains 11/40 to 1956. (SSE)

CHUCK WLODARCZYK, 5246 N. McVicker Ave., Chicago, Ill. 60630, sells sizes 3½x5 to 16x20 b&w and color pix steam, trolleys. (SSE)

HOWARD WORLEY, 713 Lafferty Dr., Pittsburgh, Pa. 15227, sells P&WV, WSB loco diagram bks. Trades P&WV, WSB tts. Buys anything P&WV, WSB, WPT.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, buys steam or diesel neg. collections.

EARL YORKE, 27257 Currier, Dearborn Heights, Mich. 48125, sells much railroadiana. List $1.25, refundable.

Pen Pals Wanted

Lothar Fuchs, Kraepelinureg 22, 2 Hamburg 22, West Germany, towerman for German Federal Ry., wants to contact towermen working near large junction, esp. those who are photographers or model railroaders.

James T. Kreitzer (15), 455 Bright Wood, Dayton, Ohio 45405, wants to hear from railfans his age, boys or girls.

Sylvia Small (16), Rte. 1, Box 329, Nostasulga, Ala. 36866, wants to hear from other teenagers.

Barbara Colvin (15), Rte. 1, Butler, Ky. 41006. interested in teenage pen pals.

Ken Dulo (35), 336 51 St., Brooklyn, N.Y. 11220, wants to hear from female railfans.

Mrs. Myrtle Kenzal, 1619 W. 55th St., Chicago, Ill. 60636, sad and discouraged by series of deaths in family, needs cheer-up letters and cards.

Sharon Hamilton (19), 26645 California St., Indianapolis, Ind.

Grace Smyth (62) General Delivery, Vancouver, Wash. 98660.

Wendy L. Gilmore (14), 1015 15th Ave., Rock Island, Ill. 61201.

Randy Dutton (18), P.O. Box 926, Wallace, Idaho 83873.

Dona Foster (18), 8040 Rosswood Dr., Citrus Heights, Calif. 95610.

Susan Driver (16), 7006 Valeriana Ave., Citrus Heights, Calif. 95610.

Pfc. Billy Hudson, 460-84-4788, Co. C, 1-46 196th Bde., APO San Francisco, Calif. 96374.

Joe Ima Uwagbdi-Okunbor (22), 173 Bamgbosr St., Lagos, Nigeria.

Karen Alexander (15), RR 3, Unionville, Mo. 63565.

Helen June West (18), P.O. Box 114, Morgantown, Ind. 46160.

John Casey (62), 1711 First Ave., New York, N.Y. 10028.

SP/4 Albert K. Parker, 552-80-9344, HHB 4th Bn, 60th Artillery, APO, San Francisco, Calif. 96294.

Manuel Rodriguez, 614 Stephens, Eagle Lake, Texas 77434.

Pamela Green (16), Rte. 1, 256 Rustic Rook Dr., Medina, Ohio.

Darlene Rushton (15), P.O. Box 272, Ulen, Minn. 56585.

Mary Stumbo (16), Ulen, Minn. 56585.

Sandy Erickson (16), Rte. 1, Box 126, Ulen, Minn. 56585.

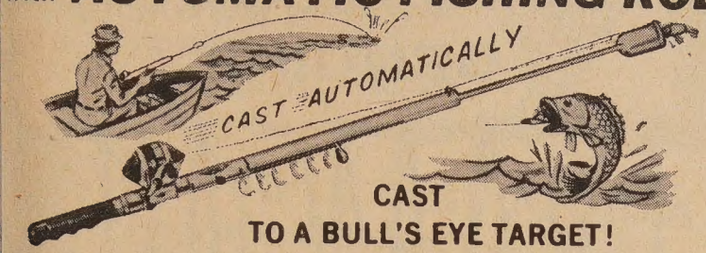
Lois Mischke (17), P.O. Box 45, Hitterdol, Minn. 56552.

Luz V. Sabijon (16), 173 O.-T.-Padilla St., Cebu City, Philippines.

Eleanor Gordon, Rte. 2, Box, 53, French Creek, W. Va. 26218, an invalid, needs cheer-up letters and cards.

Save Money With These Fine Gift Values!

RIFLE-ACCURATE CASTING with AUTOMATIC FISHING ROD



CAST TO A BULL'S EYE TARGET!

Aim for a spot, then press the trigger for casting up to 80 feet away! Like a bullet, your line zooms to the area. Perfect to hook the really big one who always seems to get away. No more worries about backswing on crowded pier, busy boat or under tree limbs. Now you can angle without cramping your style. Great for fishermen who love the sport but should not over-exert by casting. Relaxation at its best. Fiberglass and aluminum 42" long. Fits all spin-casting reels.

6924—Automatic Fishing Rod $10.98

WHY SPEND A LOT FOR AN EXTRA PHONE?

Standard Dial Phones - only $9.95

COMES WITH 4-PRONG PLUG READY TO PLUG IN AND USE!

SAVES EXTRA STEPS AND COSTLY RENTAL CHARGES

These reliable phones are hard to beat — sturdy reconditioned Western Electric and Stromberg-Carlson dial phones at about one quarter normal retail cost. Rewired, refinished and equipped with standard plug ready to use in home or office, they are a solid value, make it possible to have a phone in every room (cost less to own forever than what you'd pay to rent for 3 months), only $9.95. Two make a fine intercom only $18.85. Color Dial Phones only $13.95; 2 for intercom, $25.95 — Specify choice; D0203 White, D0201 Beige, D0202 Ivory, D0204 Red, D0205 Green, D0206 Blue.

Shape-Up Wheel...

Slims Down In 5 Minutes A Day!

Just roll the wheel . . . firm muscles and tone your system. Now you can achieve results in just a few minutes a day. Almost like magic you'll notice tummy and back muscles begin to tighten, arms, chest and abdomen will slim down. Roll your way to a better figure, better posture and better health. No more strenuous exercise . . . just roll away!

8102—Shape-Up Wheel $2.98

A Real Jewel Among Swiss-made Watches

WORLD FAMOUS PILOT'S CHRONOGRAPH

COMPLETE WITH 6 DIALS, 5 HANDS AND 2 PUSHBUTTON CONTROLS

only $12.95

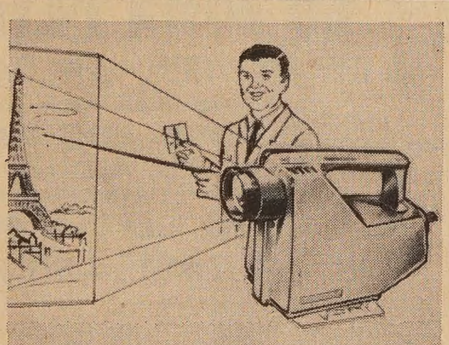
- **Measure Distance**
- **Register Speed**
- **Use As Regular Stop Watch**
- **Check Production Figures**
- **Time Athletic Contests**
- **Check Parking Meters**

This is a gem, first made famous by World War II pilots who found it an absolutely accurate timepiece and versatile instrument —and it still is! Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. Completely machine calibrated, manufactured and assembled in famous watch factories in Switzerland. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden finished die-cast case and leather strap. This is truly an outstanding value and fully guaranteed for one year.

Z-4042—Chronograph Watch $12.95

PROJECTOR ENLARGES TO 4 FEET! IN COLOR TOO. Enlarge any illustrated material up to 4 ft. wide. No films, negatives needed. Magazines, newsapers, snapshots, stamps, all project clearly in color or black & white. Uses house light bulb. Adjustable lens. Handy carry case, 12" x 8" x 4½". Every boy or girl will treasure this projector!

2517—Projector....$7.98



100% NYLON FOAM STRETCH CAR SEAT CUSHION-COVER

Slip-on nylon foam covers for your car go on as easily as a pillow case. Handsome 100% nylon resists rugged, everyday wear and stains—car interiors keep like new. Stretch covers fit snug—no creases or bunches. Foam underside padding adds comfort and snug fit. They s-t-r-e-t-c-h to fit front or back seat cushions, one size fits all. 100% washable. Pick color of your choice.

Seat Cover $3.98 Order: 5414-Blue; 5415-Charcoal; 5416-Green; 5417-Red; 5418-Brown

MAIL 10-DAY NO-RISK COUPON TODAY!

HILLSDALE ASSOC. Dept. RR-70 208 East 43rd St., New York, N.Y. 10017

Rush me the following. I understand I can return anything in 10 days for a prompt refund. Enclosed check or m.o. for $_____.

___ 6924 Automatic Fishing Rods @ $10.98 (Add 95¢ post.)
___ 8102 Shape-Up Wheels @ $2.98 (Add 65¢ post.)
___ 2517 Projector @ $7.98 (Add 75¢ post.)
___ Seat Covers @ $3.98 (Add 55¢ post.) Order by #_____.
___ 4611 Standard Dial Phones @ $9.95 (Add 95¢ ea.)
___ Sets of 2 Phones @ $18.95 (Add 95¢ post. ea.) Order by #_____.
___ Color Phones @ $13.95 (Add 95¢ post. ea.)
___ Sets of 2 Color Phones @ $25.95 (Add 95¢ ea.) Order by #_____.
___ Z4042 Chronograph Watch @ $12.95 (Add 65¢ post. ea.)

NAME_____

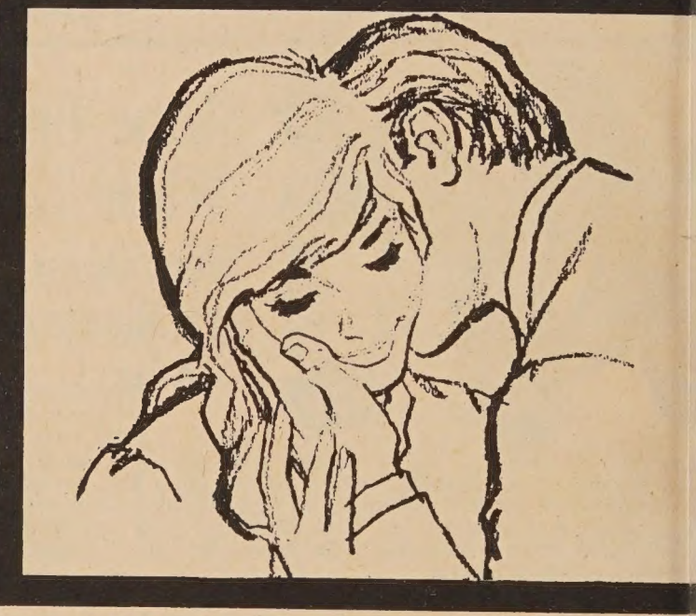
ADDRESS_____

CITY_____ STATE_____ ZIP_____

IF YOU'RE IN THE MILITARY SERVICE

YOUR CREDIT IS GOOD

GIVE YOUR LOVE A GENUINE DIAMOND



ROMANTICA
8 Glittering Diamonds in 14K gold. Both Rings $139.00 $6.00 twice monthly

LONDON
Flaming Diamond in 14K gold. His & Hers Trio. All 3 rings $139.00 $6.00 twice monthly

ELESIA
Brilliant Solitaire in 14K gold. Both Rings $149.00 $6.00 twice monthly

MERCURY
Sparkling diamond & synthetic birthstone in 10K gold masculine mounting. $129.00 $6.00 twice monthly

MOONBEAM
9 fiery diamonds in 14K gold. His & Hers Trio. All 3 rings $169.00 $8.00 twice monthly

ANGORA
7 Blazing diamonds in 14K gold. Both rings $199.00 $8.00 twice monthly

APPOLLO
Dazzling diamond in mans 14K gold mounting $159.00 $8.00 twice Monthly

HAPPINESS
13 glittering diamonds in 14K gold. His & Hers trio. All 3 rings $199.00 $8.00 twice monthly

MAJESTIC
8 Fantastic diamonds in 14K gold. Both rings $249.00 $12.00 twice monthly

BLUE STAR
Linde Blue Star Sapphire with 3 flashing diamonds in 14K gold. $200.00 $8.00 twice monthly

Ring illustrations enlarged to show detail.

NO DOWN PAYMENT

15 DAY FREE TRIAL - LIFETIME GUARANTEE

SHIPPED IMMEDIATELY VIA AIRMAIL

MAIL COUPON TODAY

NO AGE LIMIT — NO RED TAPE

If coupon clipped, send order to:

UNITED DIAMOND SALES
Dept. AM-2, P.O. Box 48518
Los Angeles, Calif. 90048

NO INTEREST OR CARRYING CHARGES

Clip out—wrap finger—mark line at arrow point—mail with coupon.

RING SIZE

UNITED DIAMOND SALES • P.O. Box 48518 • Los Angeles, California 90048
Dept. AM-2

Please rush: Name of item_____

Ring Size: Lady's_____ Man's_____ Type of Stone (Birth Month) _____

I will pay $_____ Twice Monthly or $_____ Monthly

My Name _____ Rank _____

Complete Military Address_____

APO or City_____ State_____ Zip_____

Serial No._____ Discharge Date_____

Social Security No._____

Home Address_____

City_____ State_____ Zip_____

Sweetheart or Wife's Name_____

Her Address_____

City_____ State_____ Zip_____

Send Merchandise to ☐ Me ☐ Sweetheart or Wife

MY SIGNATURE_____ CX2

$40,000 First Year

"In our first calendar year we did a gross of $40,000. Without constant help from the Duraclean home office such growth never would have been possible."

M. L. Illinois

Security-Prestige-and Profits

"National Advertising and Duraclean prestige are very important. This year I will double last year's gross. For the first time in 20 years I've got security—without fear of losing my factory job. I gross about $8.50 an hour on the job."

H. P. Ohio

$2,880 in One Month

"I took in $2,880 in April. I worked from my home. My wife handles all telephone calls. We both enjoy our new found independence and the compliments we get from satisfied customers."

J. F. A. Texas

$360 Job Finished in one day

"I did the Sorority House in one day for $360. This business is in its infancy."

H. L. B. Texas

$116 for 6 Hours Work

"I have done hotels, studios, restaurants and churches. That is where the big money is. Example: One Saturday, $210 in 11 hours. Monday, $116 in 6 hours. I have also contracted to clean 80,000 square feet of carpet for a store for $4,000."

G. F. Wisconsin

FREE BOOK tells how these people—and hundreds of others—got started in this Big Money business. Send for your copy now.

Let me give *you* the same start I gave these men!

ne way, the big earnings reported might be called exceptional. In ner way, there is nothing excepl about them. That's because any who will follow instructions and is ng to work at his own Duraclean ess should be able to do as well r similar conditions.

ch of the men quoted here had talnd abilities different from those of ne rest. *But each had one thing in on*—a desire to win personal indeence in a business of his own. And man took five identical steps to his goal.

ch one read an announcement such ou are reading now. 2. He wrote mplete information. 3. He read the ture we sent him. 4. He gained confidence in himself and the belief he could succeed with Duraclean. accepted our offer to help him get ed. Later, he wrote to tell us about ccess.

each case, remember, *the first step o write to Duraclean for informa-* If you would like to own a business ur own, why don't you do as these did—*right now.*

nen I hear from you, I will send you about the Duraclean Franchise will open your eyes. You will see a Franchise business such as ours s success for the individual the rule r than the exception.

The Duraclean home service business has been tried and tested. The market for Duraclean Service is tremendous—and growing. The methods that lead to success have been clearly charted. When an ambitious man follows these methods, success is the logical result.

Some Franchise businesses require investments as high as $50,000. With ours, you can get started for less than a $1000 and we finance the balance. Monthly payments are so small that the profits on less than one day's service can cover your payment for the entire month. Even with this small investment and operating as a one man business, your potential is $250.00 a week net profit. With two men working for you 35 hours a week, you should gross a profit of $420.00. Allowing 20% for advertising and incidentals, the net would amount to $336.00.

The most important part of Duraclean home service is cleaning rugs, carpets and upholstered furniture by a revolutionary modern process known as the "Absorption Method." You do the work right in the customer's premises. No harsh scrubbing with motor-driven brushes. No soaking. Instead, an aerated foam loosens the dirt and holds it in suspension until removed. A test conducted by an impartial laboratory showed that the modern Absorption Method removed twice as much dirt as was removed by old fashioned machine scrubbing.

If you are tired of working for others or of jumping from one proposition to another—if you have a real yearning for independence in a business of your own—then send for "The Duraclean Route to Success." There is no obligation—no charge. No salesmen will call to high pressure you. Send for the book now. Read it. Then if you want to take the next step toward independence, you can write to me and let me give *you* the same help I've given so many other successful men.

PRESIDENT

DURACLEAN COMPANY

0-707 Duraclean Building, Deerfield, Ill. 60015

Mr. Ford Marsh, President
0-707 Duraclean Building, Deerfield, Illinois 60015

Please mail a copy of your Free Book that tells how I can get a Duraclean Franchise started in spare time without giving up my present income. No charge. No obligation. And no salesman is to call on me.

Name_____

Address_____

City_____ State_____ Zip Code_____

FREE

Everything you need to start your own profitable shoe and clothing business

No Cost to You

Complete free starting outfit puts you in your own business immediately. No experience needed. No investment—now or ever. You can represent us full-time or part-time.

America's Largest Selection of Shoes

More than 550 different styles for men, women and children. Many with exclusive Ortho-Vent Spring-Step Cushion construction. Earn up to $18 on just one order.

All-new Collection of Fashions

Stuart McGuire has just introduced a fantastic collection of men's and women's fashions to make money for you. Here is your new opportunity to own your own profitable family shoe and clothing business.

You make money 8 ways

Immediate cash commissions, free life and health insurance, free bonds for retirement, free gifts, free shoes and clothing, monthly cash bonus, free Green Stamps *and* a free franchise that lets you build and manage your own sales team.

Everything for every man: sweaters, slacks, sportcoats, hosiery, shirts, rainwear. You make money because you have what he wants.

Exclusives for women. Fresh, exciting, fast-moving dresses, pantsuits, blouses. Fashions that are up-to-the-minute.

The new look in men's shoes. We've got it. As a Stuart McGuire representative you have a size and a style to please everyone.

Hundreds and hundreds of new shoe styles—bold new pumps, comfortable flats, imported sandals—all in your free catalog.

Free shoes and clothing for yourself

We'll put you in your own business absolutely free. Show you how to make money by taking orders from others. Immediate cash commission on every order. And you save money by ordering for yourself and your family at special discounts. No experience needed. No obligation.

Big, New Catalog

Just printed. Almost 300 full-color pages of shoes and clothing fashions for men and women.

FREE Catalog Starting Outfit. No obligation. 053007

To Cabell Brand, President
The Stuart McGuire Co., Inc.
115 Brand Road Salem, Virginia 24153

Rush me my catalog outfit free. My shoe size is _____.

Name _____

Address _____

City _____ State _____ Zip _____